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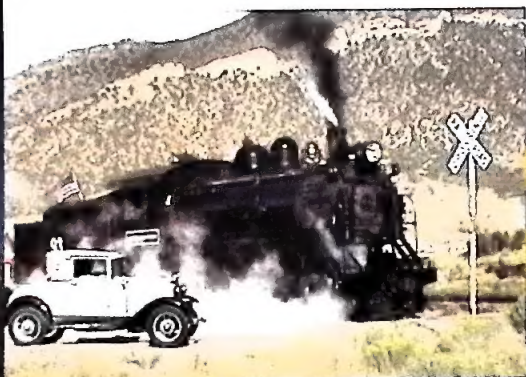
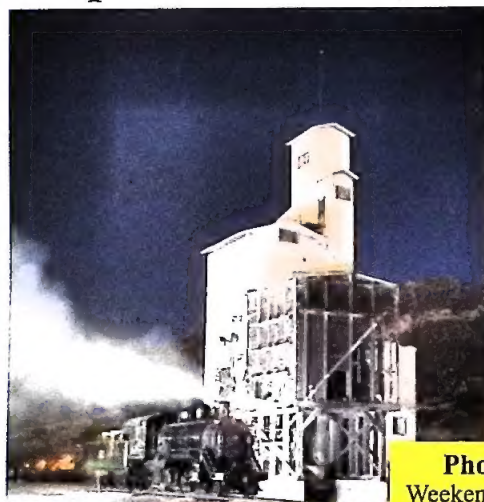


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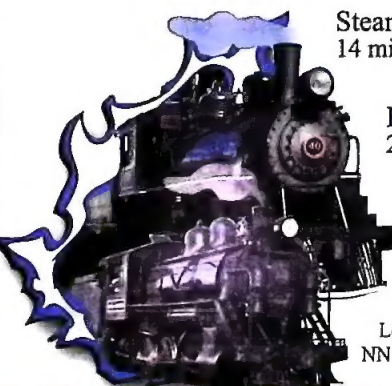


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Expanding horizons

In the classic era, before the mega-systems of today, railroads could be as distinctive an element of a given geographic locale as the people, climate, and the land itself. Railroading had one flavor on the Maine Central, another on the Western Maryland, yet another on the Burlington Route, and so on, all across the country.

The late Bob Collins, a New Jersey native, recognized this when the Army sent him to western Arkansas for several months during World War II. As Lou Marre relates on pages 62-71, Collins made many forays to photograph the railroads in his new, temporary surroundings.

Tom Murray [pages 50-57] went to work on one of his hometown railroads, the Boston & Maine, then moved to the Midwest for a job on the Soo Line. After his move, he quickly realized that the Soo was vastly different from the B&M, from balance sheet to locomotives to lexicon.

Young people often expand their horizons without leaving home. Neil Carlson thought the railroads in Buffalo were dieselized until he spotted distant smoke during a car trip with his parents. This led to some enlightening encounters with the Nickel Plate Road and its Berkshires [pages 34-39].

We hope you enjoy this issue of CLASSIC TRAINS, which, in a way, might take you toward new horizons of space and time.

Robert S. McGonigal

New sight for a New Jersey man: Frisco Heavy Mikado 4204 is westbound at Nichols, Mo., in 1944.



Robert F. Collins

Classic Trains

THE GOLDEN YEARS OF RAILROADING

Summer 2006 • Volume 7 Number 2

Cover Stories



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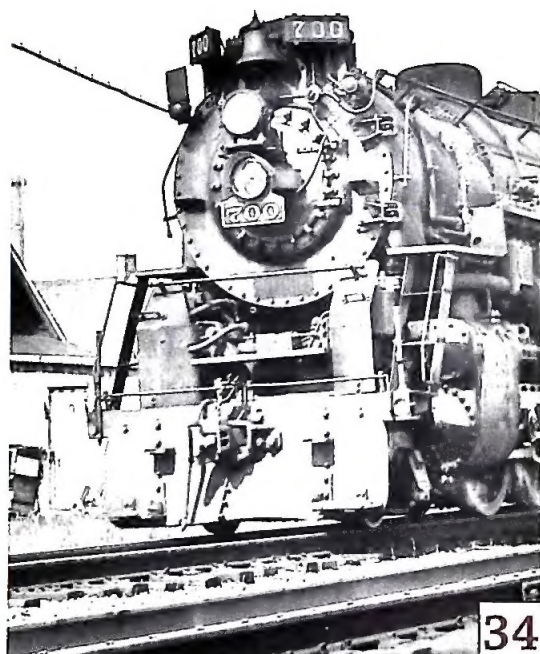
B&O's "Big Six" 2-10-2's put on a great show at either end of a train

On the cover: Baltimore & Ohio "Big Six" 2-10-2 No 6201 heaves a freight up Sand Patch grade west of Hyndman, Pa., on October 13, 1953 (see page 22). The road's fast, powerful 2-10-2's held down this duty for three decades. *William P. Price photo.*



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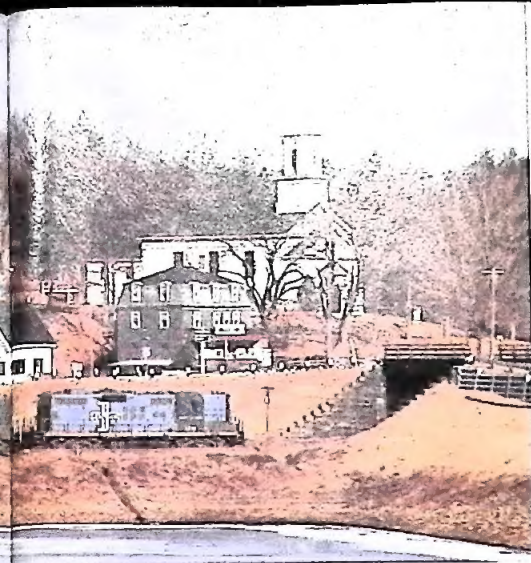
First rail job: helping launch this train's counterpart every day



34

Friendly Nickel Platers introduced a teenager to this 2-8-4





It's a diamond, but it's on a folded-over wye



Find the FA's at CPR's new St. Luc roundhouse



Who else shot KO&G action in 1944?

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Ted Rose, *On the Hill*
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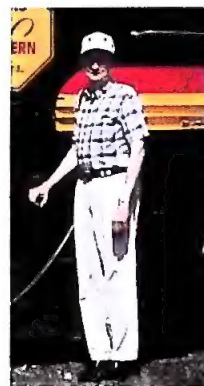
Contributors

Neil Carlson ["My First Berkshire," pages 34-39] is an electrical engineer living in Santa Cruz, Calif. Long interested in steam-locomotive technology, Neil has had articles about Super-Power and early simple articulateds in *TRAINS*, and about fast-freight articulateds in *STEAM GLORY*, the 2004 *CLASSIC TRAINS* special edition, but this is his first byline in *CLASSIC TRAINS* itself.

Louis A. Marre

["Arkansas Army Days," pages 62-71] has been a professor of English at the University of Dayton since 1965. Although he has lived in Ohio for four decades, he retains a lively interest in the railroad history of his native Fort Smith, Ark., and environs.

This is Lou's second *CLASSIC TRAINS* story on that subject, following "Shooting Eagles" [Winter 2004]. He is also the author of numerous books and articles on railroads and diesel locomotives.



Tom Murray ["Learning the Basics on the B&M and the Soo," pages 50-57] grew up near Worcester, Mass. His father introduced him to trains at an early age, through visits to Worcester Union Station to see action on the New York Central and New Haven. And it didn't hurt that the Murray family home was just a few hundred feet from the Boston & Maine's Worcester-Gardner branch. Still, Tom never gave any thought to working for a railroad until an opportunity with the B&M came along as he was finishing college. That opportunity turned into the foundation of a career, as his story, his first in *CLASSIC TRAINS*, describes. Following a five-year stint with the Soo Line, he went to Washington, D.C., where he worked for the U.S. Railway Association and consulting firm R. L. Banks & Associates. He later held



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marketing positions at CSX and Southern Pacific. Since 1997, Tom has been editor and publisher of a newsletter, *Rail StockWatch*, and has written books about Canadian National, the Milwaukee Road, and (to be published soon) Canadian Pacific, as well as several articles for *TRAINS*. Since January 2006 he has been writing a quarterly column for *TRAINS*.

Bert Pennypacker ["B&O's Big Sixes," pages 22-29] was born in Philadelphia in 1923, moved to Coatesville, Pa., with his family around 1930, and in 1953 returned to Philadelphia, where he still lives. He has written innumerable books and articles on railroading, and this is Bert's seventh byline in *CLASSIC TRAINS*.

G. Mac Sebree ["Fallen Flags Remembered: Pacific Electric," pages 16-19] is an authority on interurbans and street railways. A newspaper man by profession, Mac founded the book- and magazine-publishing company Interurban Press in 1974. Reference sources for this article, his third in *CLASSIC TRAINS*, include *Electric Interurban Railways in America*, by George W. Hilton and John F. Due; Mac's friend Jim Walker, who helped with photo captions; and several books on the PE published by Interurban Press, in which much of the information was compiled by the late Ira L. Swett, the authority on the Big Red Cars.

E. Roy Ward ["Diamond in the Wilderness," pages 30-33] is retired after a 39-year career as an electrician with U.S. Steel. A life-long rail enthusiast, he has been photographing trains since 1964. Roy has also been a model railroader since the 1950's. His interests in hiking, backpacking, cross-country skiing, and camping complement his railfan activities, especially in the Appalachians and in eastern Canada. Roy's railroad photos have appeared in several magazines and more than 30 books. This is his first article in *CLASSIC TRAINS*. **I**



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True Color



South of the border . . .

. . . down Canada way. Yes, as Detroit-area residents well know, Windsor, Ontario, is actually south of the Motor City. Here at Canadian National's old riverfront roundhouse, a unique lineup of machines grabs our attention on the morning of May 27, 1974 (Memorial Day in the U.S.). From left are CN S3 8470, a 1953 Montreal switcher; CN GP40 4017, one of two re-gearred in 1972 for GO Transit passenger service; Norfolk & Western F7A 3725; CN 4-8-2 6060 . . . and, if you look closely, a Columbia Transportation (Oglebay Norton) lake boat, upbound in the Detroit River. The 4-8-2 is steaming a mile east to Walkerville station to pick up the consist of a one-way Michigan Railroad Club excursion to Toronto, via St. Thomas. She will serve CN into the 1980's before being semi-retired to the Central Western, an Alberta short line. The F7A is one of two built by GMD in London in 1953 to augment 20 others from 1950-51 for Wabash's Windsor-Buffalo freight service, all conducted on CN trackage rights. Wabash 725-726 were the last of its 117 F7A's (the other Canadians being 657-676). Many were still in service at the 1964 N&W merger, and like most Wabash units had a "3" added by N&W. At least 31 were repainted N&W, but note that 3725 has gray shoulders, typical of Canadian repaints, vs. the solid-black (later blue) coats given their U.S. counterparts. Two are preserved as Wabash: 671 at the Mad River museum in Bellevue, Ohio, and 725 itself, operable at the Monticello (Ill.) Railroad Museum.

Dennis Smolinski

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Terror on the Rock

Dan Sabin's Rock Island article ["Of Dispatcher Rosey, a Howling Snowstorm, and an Almost-Cornfield-Meet," pages 22-31, Spring] combines the fun and humor of railroading with the sudden stark terror that it can be. I would experience this occasionally as recently as 2003, when I'd go to work in the morning [as Metra agent at Elgin, Ill.] and see a crucial order on the fax machine and have the sudden fear that I missed it—then I'd see the "complete" time and know that I, and others, were safe.

I could not put Dan's piece down until I'd read it all, and I really did have the cold chills for a bit after reading it. More of these, please!

John Swanson, Freeport, Ill.

I thoroughly enjoyed Dan Sabin's account of the near collision in Iowa. It reminded me of the Eddie Sand stories I read long ago in *Railroad* magazine and of the many times I saw train orders written and trains OS'd while working as a clerk on the Wheeling & Lake Erie and successor Nickel Plate.

John Beach, Massillon, Ohio

My primary interest is model railroading, especially the fast-growing segment of organized layout operations, so articles like Dan Sabin's are great, as these kinds of experiences help model train operators immensely. We all miss stories from the likes of Harry Bedwell and his fictitious hero, Eddie Sand, an operator/dispatcher extraordinaire!

Drake E. Omstead, Warsaw, Ind.

Ontario memories, and muffs

Fred Matthews ["Remarkable Luck," by John Gruber, pages 50-59] is too modest. Luck has little to do with being a successful rail photographer for decades. The recipe for a body of work of his quality might go like this: take a gallon of skill, then stir in pounds of hard work and add just a pinch of luck for good measure. His great picture on page 59 of Canadian National 4-8-4 6218 [miscaptioned as 6128] brings back memories. I was on that train, on one of many winter excursions by that beautiful engine.

Also of interest to this Ontarian was Greg McDonnell's "Fallen Flags Remembered" entry for the Toronto, Hamilton

& Buffalo ["TH&B: A Larger-Than-Life Presence," pages 16-19]. Although brief, it was well written, and he was able to include most of the important points of the line's past. A caption-writer's gremlin crept into the shot on page 16 of Geeps rolling the Port Maitland local "west" at Vinemount against a "backdrop of Lake Erie." They're going east, and that's Lake Ontario creating the nice band of blue.

Bob Chambers, Burlington, Ontario

Either Fred Matthews has forgotten or doesn't consider his trip to Colorado [page 55, first sentence] a "big trip." I am uncertain whether he joined the Chicago-Silverton (Colo.) trip in Chicago or in Denver, but for sure he was on the Rio Grande narrow-gauge train leaving Alamosa. He, Russell Jackson, and I rented a Ford Falcon in Durango for the day on which the club's itinerary was a bus trip to Mesa Verde National Park, and we spent the day chasing the regular Silverton train.

In the evening we learned a freight had left for Farmington, so we quickly dashed south. We stopped for dinner and decided all camera and recording equipment needed to be stowed in the car trunk for security. After opening the trunk I mindlessly stuffed the keys in my sports-jacket pocket. Then, before closing the trunk, I decided it was too hot in Farmington to continue wearing my jacket and threw it in the trunk and closed the lid! Fred had the presence of mind to get a nearby gas-station attendant on the job, and he simply removed the seat and the panel behind, retrieving the jacket. This delay cost us our Farmington freight-train photographs, because daylight had ended.

David-Lloyd Klepper, Jerusalem, Israel

Using that first Official Guide

I was quite taken by Robert Mohowski's article in "The Way It Was" [pages 85-87], "The Official Guide as a Geography Text." As with him, my first *Guide* came as a present from a railroader, Aaron Benash, agent for the CB&Q at Chalco, Nebr. It was 1961, and I was 14, just out of 8th grade. Along with the *Guide* came my first employees' timetable, No. 6 of the Burlington's Lincoln Division, dated October 30, 1960.

Among the *Guide's* listing of railroad

A love-hate relationship

I must tell you how much I HATED reading your Special Edition No. 4, DIESEL VICTORY. It was well researched and written, and I was impressed by all I learned as I read it from cover to cover, but since it chronicled the slow, painful death of steam by those shiny, sneaky, colorful, smelly, economic infernal-combustion machines, it brought me much pain to read its truthful contents. I remember, as a kid, fleeting glimpses of the occasional steam engine, but I needed an additional 10 to 15 years of age to fully grasp what I was seeing for the last time.

Congratulations on a job well done.

John B. Corns, Coshocton, Ohio

I thoroughly enjoyed DIESEL VICTORY, which was appealing and informative. Through my years with GM and GE, I was privileged to be an "active bystander" to the locomotive-market-share wars, and your efforts fired up the banked fires of my memory. I couldn't help noticing B&O Q-3 2-8-2 4533 in the cover photo. My late friend Jack Fravert also haunted North Vernon, Ind., in 1956. Jack's and my second volume of his photos (*Trackside Around Louisville West*) is headed for Morning Sun Books, with multiple shots of 4533 and its brethren.

Rick Tipton, Louisville, Ky.

Who dieselized first?

I enjoyed J. David Ingles' "Just Who Was First to Dieselize?" [pages 24-31]. As he stated, the method of determining "who was first" could be subjective, but I was surprised to find my beloved New Haven missing from the "unofficial ballot" on page 31, since a 2-8-2 was pulled from retirement in July 1953 for a "last steam" circle trip out of New Haven. Despite this, it was a fine article in a fine publication.

Bill Clynes, Saginaw, Mich.

¶ *There wasn't room to list all Class 1's. Those that dieselized before 1950 were included, as were the three mentioned in the text that were the "next systems larger than GM&O to finish off steam." New Haven, with only 1,800 miles (vs.*

GM&O's 2,700), didn't make the cut.—J.D.I.

How heavy was 103?

On page 103 in Eric Hirsimaki's "Letter from FT 103," the four-unit FT length, stated as 103 feet 9 inches, I think should be 193 feet. The stated weight of 1.24 million pounds seems too heavy. Each FT weighed from 210,000 to 240,000 pounds, making for a 4-unit total of 840,000 to 960,000 pounds, depending on number of units; 1.2 million would be about right for 5 units, but FT's didn't come that way.

Carl Byron, Groton, Mass.

This end front?

DIESEL VICTORY is great, but one detail—on page 85 in Kevin Holland's enlightening "Mr. Brooks and the Beardmores" about early Canadian National diesels—jumped out regarding CN boxcab 7700 (later 77), mainly because I've been on and switched with it many times at the Canadian Railway Museum in Delson, Quebec.

The author says that visibility from the cab was "marginally toward the front . . ." owing to the hood configuration. Not so, as the unit's hood is the rear end. The unit got its "visibility cab" name because the engineer looked straight down/out the front of the unit, which is the cab end. That's the end with the bell and class lights in the photo on page 86. The other end, at the right, is the rear; it has the markers.

The locomotive ran at CRM until 1984, when it was sidelined by a bearing problem in its prime mover. It's on our "to-do list," but there's a lot "to do."

John D. Godfrey, Montreal, Que.

¶ *The term "Visibility Cab Carbody" does appear to have originated with Westinghouse. I certainly defer to Mr. Godfrey's experience for the clinical definition of 7700's front and rear, but will stand by my characterization of the sightlines for the unit's operator. As a switcher, 7700 would have run in both*



directions; a series of CNR photos taken in the early 1950's of then No. 77 after the Caterpillar repowering shows the bell on the end of the hood, and the horn on the cab end, but no "F" or "No. 1 end" label. Regardless of which direction was "front" at a given point in a day's switching, visibility from inside the cab

along the hood would still be marginal.—Kevin Holland

Those very Alcos

Thanks to your staff for their efforts to locate relevant photos for my "On the Road for Alco" [pages 106-111]. Those very Erie and New York Central road-switchers pictured [pages 108 and 106-107, respectively] were put in service by "guess who" [me] in 1949 (Erie) and 1951 (NYC 8251 on June 2, and NYC 8250—a caption typo calls it 8350—on May 31). Since the article came out, I have heard from several Alco engineers, most in their 80's, who remember me, and we have been reminiscing big-time ever since.

Robert T. Gaulty, Columbia, S.C.

Further fix-ups . . .

Page 14: The photo of Nickel Plate 2-8-4 758 was taken at Yellow Creek, Ohio, not Yellow Springs, Ohio.

Page 28: Monon train 6, pictured at Crawfordsville, Ind., was named the *Thoroughbred*, not the *Tippicanoe*.

Page 30: Detroit & Mackinac RS2 466 is pictured at Cheboygan, Mich., on its first run there, not Tawas City.

Page 65: Milwaukee Road had 14 FM Erie-built cab units, not 10.

Pages 92-93: The Boston & Maine scene is at, of course, North Station, not South Station. The tall building with the water tower on it is B&M's office building, at 15 Causeway Street.

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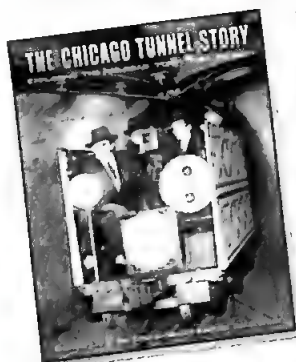
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officials were division superintendents. I reasoned that each division must issue an employees' timetable, and I began paging through the *Guide*, writing to each superintendent listed for a copy of his division's timetable. I soon built a collection of several hundred, and this continued for 20 years, including during my 13-year career on the Missouri Pacific, mooched by use of my "title" of Chief Bill Clerk at the Omaha freight house. Now, nearly 45 years later, I have more than 4,600 timetables from all over the world, but I treasure most that now-beat-up May 1961 *Official Guide* from Aaron Benash.

Tom Greco, Duncanville, Texas

Still getting his Kix

I particularly enjoy reading items in "The Way It Was." In Steven Duff's "An Understanding Family" [pages 87-88], he says he fears that Kix cereal, whose cardboard train cutouts he used, is "vanished in the mists of time." He suggests that his family suffered with eating great volumes of this stuff but does not mention whether he helped reduce the inventory. On the chance that he missed the opportunity to eat the cereal, I have good news: Kix is still very much with us, at least on our local supermarket shelves. Unfortunately there are no more locomotive or passenger-car cutouts.

Norman Marten, Alexandria, Va.

Hanging out at North Philly

My thanks to Jim Neubauer and his memory-evoking "One Day at . . . North Philadelphia" [pages 67-71]. I was in high school during 1944-45, and North Philly was my spare-time hangout. Living in Upper Darby, I was within walking distance of 69th Street Terminal and the Market-Frankford el to center city and PRR's Broad Street Station, where Pennsy Clockers and PRSL steam trains to the shore awaited me for a quick trip to my North Philly platform perch. The PRSL trains were my favorites, rating an assortment of PRR and PRSL E6 Atlantics and K4's and Reading Company G-class Pacifics. If I timed it right, I could ride a PRSL train for 15 cents.

What a show North Philly was! I could platform-watch all day, with no questions asked. Multiple sections of passenger trains, especially to and from

the South and Midwest, often were the rule. Military specials en route to Camp Kilmer, N.J., with troops bound for Europe, ran on the middle freight tracks. Being only 17, little did I know I'd pass through the same place in 1951—as a reluctant inductee headed for Basic Training in Arkansas, then to Korea.

Robert E. Wilson, Marietta, Ga.

Waterfront wanderings

The picture on pages 72-73 ["Bird's-Eye View"] of Lackawanna's Hoboken Terminal brought back memories of when, as a youngster, I would be taken by my father, a DL&W telephone maintainer, on Saturday or Sunday jaunts around the railroad. We would visit with towermen, bridgetenders, dispatchers, and other men he knew who made the railroad run. In later years I would work there also, all over the M&E Division as a signalman and signal-circuit designer in the engineering building. It is a joy to see the functionality of this historic place maintained today by NJ Transit.

Ken Frazer, Knoxville, Tenn.

Just what were C&O's big Alcos?

It took me 45 years, but I think I finally found a locomotive detail I can correct J. David Ingles on! In "Tracking Down C&O's Alcos" [pages 32-37], he took us to obscure Chesapeake & Ohio terminals and claims to have shot C&O RSD15's. 'Tain't so—I believe these were RSD7's, visually identical to the high-hood version of the RSD15, but sporting 2,400 h.p. 244-series engines. The RSD15 also produced 2,400 h.p. but from Alco's then-new 251 power plant. Only three railroads, from what I can learn, bought the RSD7: Santa Fe, C&O, and Pennsylvania. C&O's RSD7's were built during February-April 1956, and its RSD12's were delivered in April and May 1956. The first RSD15's were built for the PRR in late summer 1955.

Blair Kooistra, Fort Worth, Texas

¶ *Blame my over-reliance—despite my recall of the sound of those 6800's in Detroit as being from 244's—on our own Diesel Spotter's Guides, which label them RSD15's. On page 178 of Carl W. Shaver's early-1980's Chesapeake & Ohio Diesel Review, published by the C&O Historical Society, is this note: "These are*

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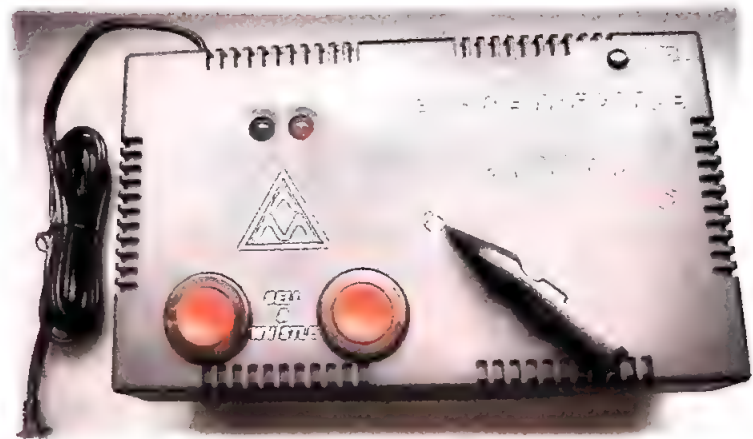
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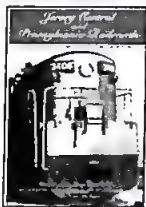
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probably the most controversial locomotives on C&O's roster from a historical standpoint. . . . There has been some debate about whether they are model RSD7 (specification DL-600A) or RSD15 (DL-600B). . . . C&O's books of locomotive data confirm they were RSD7's, with model 244 engines, despite the fact they were built during a time thought to be too late for that model. . . . So, instead of having the first RSD15's built, C&O had the last RSD7's."—J.D.I.

Stick to the past, please

I would like to register a mild protest regarding your decision to include a "Classics Today" item in each CLASSIC TRAINS [begun with "Comeback of the Century," pages 46-49, Spring].

Other rail publications already cover railfan, museum, and preservation activities at some length. CLASSIC TRAINS has offered something unique in focusing on railroading in the past. If you move to "Museum and Preservation Today" reporting, you will have lost that distinct appeal. That's not why I subscribed.

Dick Izen, Oro Valley, Ariz.

¶ CLASSIC TRAINS will not become a preservation-oriented publication. "Classics Today" entries will be short, and most will be related to historical articles in the magazine, providing a link, we hope, from the past to the present. In the past we have published the occasional preservation-related article, and we often devote a paragraph or two in features to the current status of classic-era locomotives, depots, and the like. We are mindful of our "distinct appeal" and have no plans to significantly change our content mix.—R.S.M.

Spring cleaning (other corrections) . . .

• Page 78: In the ICG commuter-train collision, a train of old cars struck a train of new Highliners that had backed up into a missed station (not vice versa).

• Page 98: Atlantic Coast Line car Goldsboro, at Augusta (Ga.) Union Station, is a cafe-lounge, not a cafe-parlor; ACL bought it from Pullman in 1944. ■

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fast-mail@classictrainsmag.com. Letters may be edited for length and clarity.

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PE: Largest interurban, big-time business

Henry Huntington's Pacific Electric fostered L.A.'s expansion, but freight kept it alive



W. C. Janssen photo; Krambles-Peterson Archive

On the four-track line at 103rd St. in Watts, steeple-cabs 1627 and 1619 roll a northbound freight past a southbound two-car Long Beach Limited.

By any standard, the Pacific Electric was the largest interurban electric railway in the United States. It boasted more than 1,000 miles of track and had 1,000-plus cars. It played a major role in building up the vast open areas surrounding Los Angeles. The cities and towns that Pacific Electric created, however, became populated with an ever-increasing tide of automobiles, sowing the seeds of PE's demise as a passenger carrier.

The story begins in 1895, when a line was completed from Los Angeles to Pasadena; a mere 10 years later, the system was virtually complete. To a great degree, the Pacific Electric was the brainchild of Henry Huntington, nephew of one of the Central Pacific's "Big Four," Collis P. Huntington. An active real-estate promoter, Henry needed the Big Red Cars and the transportation they provided to help sell lots and homes in the hinterlands.

His uncle's Southern Pacific took control of the PE in 1911 in a deal that left the Los Angeles Railway, the narrow-gauge intracity system, in the nephew's hands. The PE was built to standard gauge, and SP saw a brilliant future in freight for the interurban.

Interurbans were not considered Class 1's (or any other class—they were not "steam railroads"), but from the very start, the Pacific Electric was big business. The California Railroad Commission said the property was worth \$100 million in Depression dollars.

Atypically for an interurban, the system served as a gathering network for the carload freight shipments from citrus groves, manufacturing plants, oil refineries, warehouses, and the harbor at San Pedro. The three line-haul railroads serving southern California—Santa Fe, Union Pacific, and especially SP—depended on the Pacific Electric to some degree.

Yet in its heyday, the PE carried huge numbers of passengers. As late as 1953, 50 percent of its revenue came from riders—but absolutely none of its profit.

An all-time list shows that the PE operated 143 distinct passenger routes. Despite the so-called "Great Merger of 1911," in which local and interurban services were supposedly separated, the heaviest PE passenger lines largely served the L.A. urban area. An example was the street-running L.A.-Hollywood-Beverly Hills line, in which two-car trains rumbled down Hollywood Boulevard at 10-minute intervals.

At one time or another, PE single-truck Birney cars plied local lines in Pasadena, Long Beach, Santa Monica,



George Krambles photo; Krambles-Peterson Archive

Cars gather at PE's elevated 6th and Main terminal in downtown Los Angeles on June 2, 1951. At left, car 411 heads up a San Pedro train; at right is "Hollywood car" 748, bound for Glendora. The Monrovia-Glendora line was converted to bus operation on September 30, 1951.



George Krambles; Krambles-Peterson Archive

On September 13, 1949, Ocean Park carbarn hosts some 950-series (built in 1907) and "ten hundreds" (1913), PE's last active "woodies."

Redlands, Santa Ana, and San Pedro, although the 1920's were not far along before management sought to sell off or abandon these albatrosses.

As a youngster living in the south coastal town of Laguna Beach during World War II, I was drawn to the PE. Monthly I would take a Greyhound bus to Long Beach, where I could get the Big Red Cars to downtown L.A. The usual drill was to get an early start, spend all day in the city, and as the shadows lengthened, board a speedy Santa Ana train, at whose terminal I could get a connecting local bus home.

Much as I thrilled to the big interurbans, it was to the Subway Terminal on Hill Street that I proceeded. Passing through an arcade, I would drop a dime into a farebox and head down a U-shaped ramp to the five-track subterra-

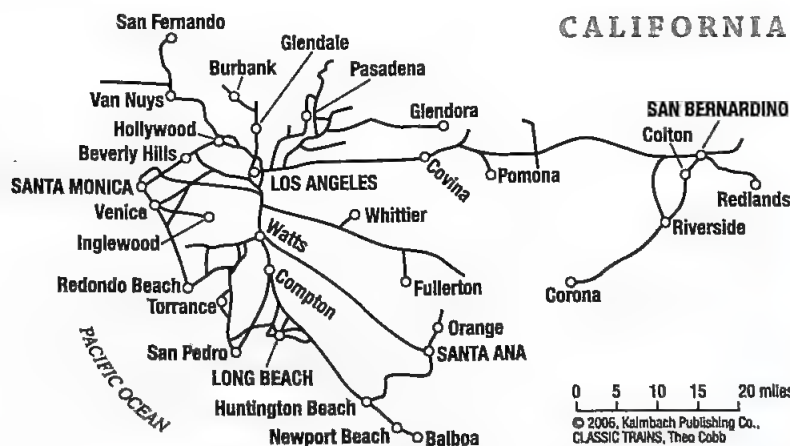
nean terminal. Halfway down I would experience the acrid, ozone smells of traction, the rumble of cars entering and leaving, and growing anticipation.

As I faced the tunnel mouth, the first two tracks to the right were for Glendale-Burbank trains, formed mostly of PCC cars. The third and fourth tracks held cars to Beverly Hills via Hollywood Boulevard and the West Hollywood cars via Santa Monica Boulevard. The final track was reserved for trains to the "Valley"—North Hollywood and Van Nuys via Hollywood.

On the platforms I beheld a sea of PE's famed "Hollywood Cars": 52-foot, center-entrance, two-man vehicles of revered design. PE had 160 of these, and although the first of them dated to 1922, they had been modernized and, in fact, served until the mid-1950's alongside the PCC's.

The game was to beat the other passengers into the car so I could sit to the left of, and right beside, the motorman. Armed with a sack of donuts from one of the shops in the arcade, I would chomp my way through the day and across the miles. Any time left over would be spent on the yellow PCC cars and Birneys of the Los Angeles Railway, Huntington's old company.

More glamorous than the local lines were the high-speed interurbans to Long Beach, San Bernardino, Riverside, Santa Ana, Redondo Beach, Venice, and Newport Beach, most of which



L.A.'s growth engine: One glance at this map reveals how sprawling PE's system was.

By G. Mac Seabee

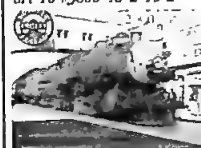
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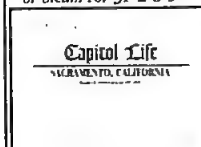
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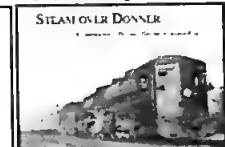
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Put yourself in the driver's seat, following a southbound down American Avenue in Long Beach.

I rode—San Bernardino-Riverside and Redondo were already gone.

Hundreds of trains left downtown L.A. every day for every point of the compass. The Long Beach run from PE's elevated 6th and Main Street station in downtown L.A. was said to be among the busiest, in 1925 boarding 25,000 people a day. (To show you how the world has grown, today's light-rail Blue Line, laid precisely on the old PE for most of its length, amazingly has weekday boardings of up to 80,000!)

Overcoming growing misgivings at parent SP's headquarters in San Francisco, PE in 1924 budgeted \$1 million to build a 1,100-room office building and station near 5th and Hill in downtown L.A. and the aforementioned mile-long, double-track subway to the northwest, heading toward Hollywood, the San Fernando Valley, and Glendale-Burbank. Service started on February 7, 1926. It would be the last major expansion of the Pacific Electric.

The railway's physical plant was impressive. Almost every line was double-track, at least along the inner portion. Two major routes enjoyed four-track sections, the inner tracks being for express trains. Most of the system was electrified at 600 volts D.C., but the long line to San Bernardino (the last built, opening in 1914) was pressurized at 1,200 volts, permitting fast running through some wide-open spaces.

Only superlatives can describe Pacific Electric's wide range of passenger-car

types, from a large fleet of wooden California-type cars (with both open and closed sections) in varied lengths and mechanical specifications, many inherited from predecessor companies, to longer and heavier steel cars ordered after the tragic Vineyard wreck of 1913, in which splintered wooden cars killed 16 people. The 1920's saw the arrival of whole fleets of both city and interurban cars, all steel, and all, of course, painted in PE's signature medium red.

Inevitably, the Great Depression of the 1930's decimated PE's ridership, and with prodding from SP headquarters, the interurban began to substitute buses, at first on the minor lines. Then, later in the decade, some major pruning

began. There was only one hiccup. In 1936, PE shocked the public by substituting buses for electric cars on the second-busiest line out of the Subway Terminal, that to Glendale-Burbank. A few wooden cars continued to operate in the rush hours.

It didn't work. The buses were smaller and slower, and the riders revolted. In 1939, the California State Railroad Commission ordered PE to not only restore rail service full-time, but to buy 30 PCC cars to replace the wooden rat-traps. The new cars, the first double-end, multiple-unit PCC's built, entered service in 1940.

During the war, PE suddenly needed more cars, and found them in the idled ranks of the discontinued San Francisco-Oakland East Bay "Red Electrics" and the Northwestern Pacific up in Marin County. PE used these cars, so big they were nicknamed "Blimps," mostly on the heavy lines to Long Beach, San Pedro, and Santa Ana.

The Blimps were slow, but they worked out so well that PE modernized many for continued service after the war. All previous interurban records for crowd-swallowing were eclipsed in these cars. With their distinctive round front windows, the 72-foot monsters seated 111 passengers, plus standees beyond counting.

After the war, though, things went downhill rapidly. As soon as buses were available, Pacific Electric began wholesale rail passenger-service abandon-



W. C. Janssen photo; Krambles-Peterson Archive

"Hollywood car" trains on San Pedro meet at 7th Street, just south of the 6th and Main station.



B. L. Stone photo; Krambles-Peterson Archive

Outbound PCC's on the Glendale-Burbank route, the last to use the "PE Subway" tunnel (in '55), exit past Toluca yard on June 4, 1951.

ments. The new freeways were regarded as the rapid transit of the future. PE President Oscar Smith saw one possibility for saving rail service—if the state would pay. Just before the war, a short section of freeway between Hollywood and the San Fernando Valley had been built, with the PE tracks relocated to

the center of the new highway.

Why not replicate this all over the basin? The PE would cooperate, but public officials turned a deaf ear, and that was that. Freight service, meanwhile, prospered, but by the mid-'50's, PE began replacing electric locomotives and box motors with diesels (a few steam locomotives also had been used during the war). Over the years, PE rostered about 100 electric locomotives and at least 75 box motors—big business, indeed.

In 1953, PE sold its passenger service (four rail lines out of the 6th and Main station, two out of Subway Terminal, and many bus lines) to Metropolitan Coach Lines. The Metropolitan Transit Authority, first formed in 1951, bought MCL on March 3, 1958, and the end for electric passenger service came in 1961. SP continued the freight work with diesels, and merged PE away on August 13,

1965. Today under the Union Pacific shield, a good bit of the old PE freight lines remain in service, unique survivors, busier than ever. **I**

PE FACT FILE

(Comparative figures are for 1929 and 1965)

Route-miles: 575; 316

Locomotives: 64; 42

Passenger cars: 822; 0

Freight cars: 2,393; 70

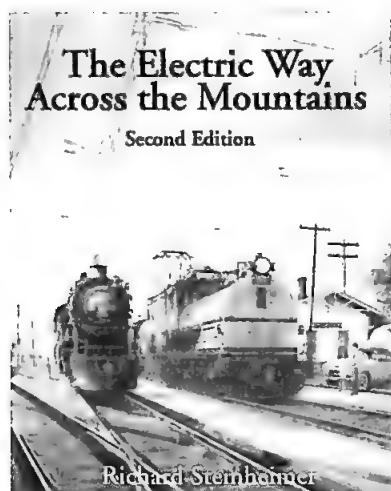
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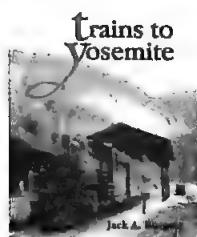


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Glory Days

Train of two seasons

Most of the 600 or so passengers aboard the streamliner seen here coming and going at Jacksonville, Fla., on January 2, 1949, are engaged in a minor miracle. They're doing no less than traveling all the way from summer to winter in just 25½ hours, without fighting pre-Interstate highway traffic or enduring the drone of propeller-driven aircraft.

The conveyance that makes the feat possible is Atlantic Coast Line train 2, the East Coast (of Florida) section of the Miami-New York *Champion*. Sixteen matched stainless-steel cars do the job for the 1,388-mile distance: 11 luxury



coaches, plus a baggage-linitory car, a tavern-lounge, two diners, and a tavern-lounge-observation on the rear.

Up front it's a different story, with a changing rainbow of motive power provided by three of the four railroads along the *Champion's* route: red-and-yellow Florida East Coast E-unit diesels between Miami and Jacksonville; purple-and-silver Coast Line E's like this E6A-E6B-E7A set for the Jacksonville-Richmond-Washington leg (Richmond, Fredericksburg & Potomac would start contributing E8's after its first ones arrived in late 1949); and finally a dark green Pennsylvania GG1 electric to New York.

If the weatherman is cooperating, the *Champ's* passengers, having enjoyed New Year's in Florida, stepped aboard the gleaming train under sunny skies not long before 9:30 this morning, perhaps grateful to trade the balmy temperatures outside for the air-conditioning of the coaches.

Come tomorrow morning around 11 o'clock, the last of those passengers will emerge from Penn Station into the chilly grayness of a Manhattan winter. As they make their way home, Sunnyside Yard will be turning and stocking the *Champion's* consist for another trip south for this train of two seasons.—Robert S. McGonigal

Two photos, James G. LaVake



B&O's Big



Sixes

Packing power and speed, these 2-10-2's stood at the very threshold of the Super-Power era

By Bert Pennypacker

Six decades ago at Baltimore & Ohio's timeworn Cumberland (Md.) depot, each evening train 5, the all-Pullman *Capitol Limited* en route to Chicago from Baltimore and Washington, would arrive. As soon as her sleek blue-and-gray E-unit diesels would come to a gentle stop, a giant steam locomotive would back its Vanderbilt tender toward the *Capitol's*

lead diesel. This was the helper engine that would assist the passenger train on its climb up Sand Patch grade, B&O's famous route up the east slope of the Allegheny Mountains en route to Pittsburgh. This helper, strange as it might seem, was not the usual Pacific, but one of B&O's mighty class S-1 2-10-2 Santa Fe types, a heavy freight locomotive.

Widely regarded as one of America's foremost 2-10-2 designs, the S-1 possessed a high-horsepower boiler and 64-inch driving wheels, which provided an ability to run at passenger-train speeds, as well as exerting 84,300 pounds tractive force to lug heavy tonnage. They were built be-

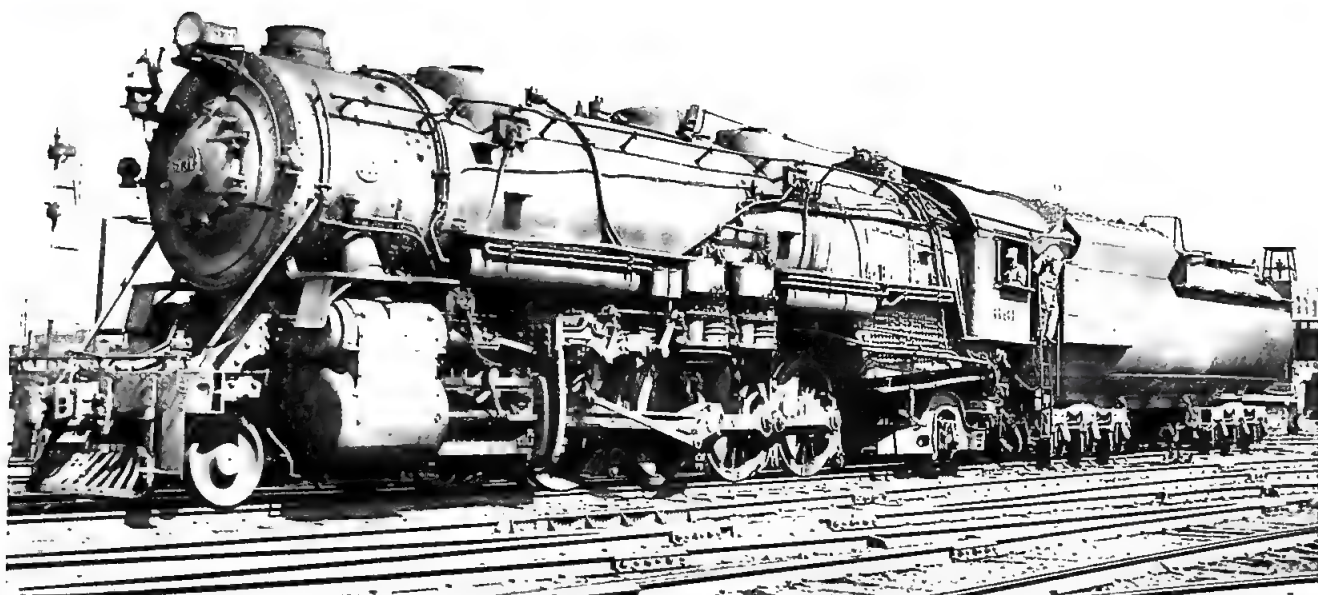
tween 1923 and 1926, during the tenure of George H. Emerson, B&O's longtime motive power chief. Bearing road numbers 6100-6224, the S-1 2-10-2's were known as "Big Sixes" by B&O men.

As the *Capitol* got under way out of Cumberland, the deep exhausts of the 2-10-2 blended with the continuous roaring of the E units' 567 engines. Even so, the big S-1 was literally capable of doing the job without any help from the diesels. A half mile beyond the station, MID interlocking tower marked Viaduct Junction, the dividing point of B&O's main lines to St. Louis and Chicago. Here the *Capitol Limited* swung right and began gathering speed as it passed through the scenic Cumberland Narrows. The 33.4-mile helper run began with an easygoing stretch of 13.8 miles to Hyndman, Pa., where the actual assault on Sand Patch began.

This Cumberland-to-Hyndman seg-

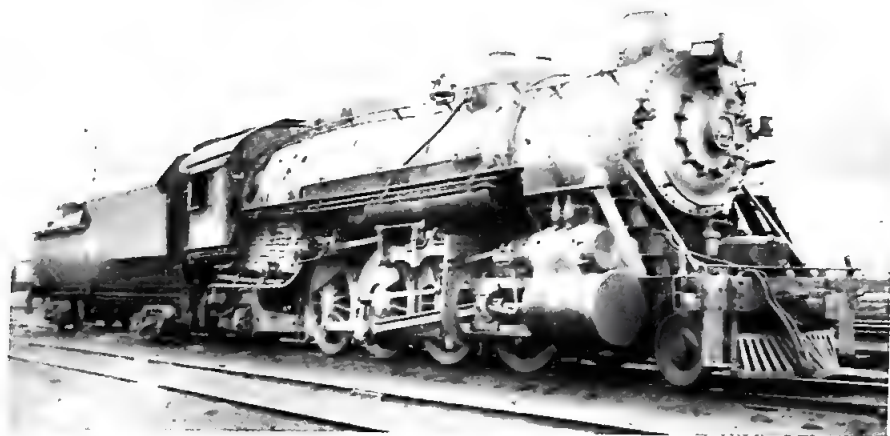
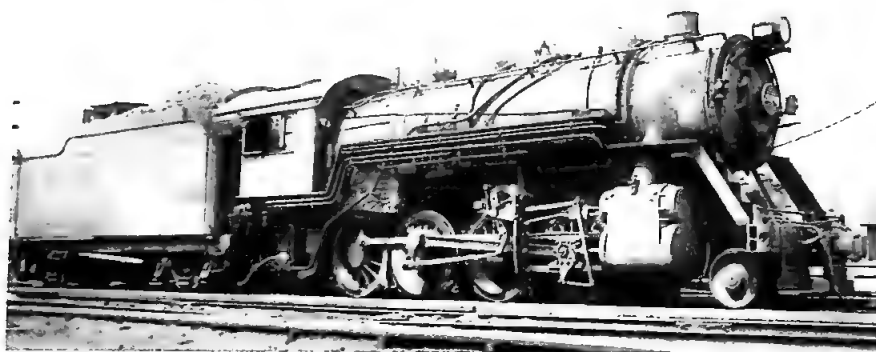
B&O S-1 6197 lays down sand as it powers west through the Cumberland Narrows not far out of Cumberland, Md., on October 16, 1955. Ahead: Sand Patch, the grade for which the "Big Six" 2-10-2's were built.

William P. Price



Three photos, Harold K. Vollrath collection

S-1a No. 6131 (above) is 15 years old but in more or less as-built condition in an August 1938 photo. Big Six lineage included the E-27 Consolidation (No. 2874 is at left), largest and most numerous 2-8-0 class on the B&O, and the Q-4 Mikado (4482, lower left), also the biggest of its type on the road.



was indeed an extraordinary assignment for a 2-10-2, which on most roads was a slow-speed, drag-freight engine.

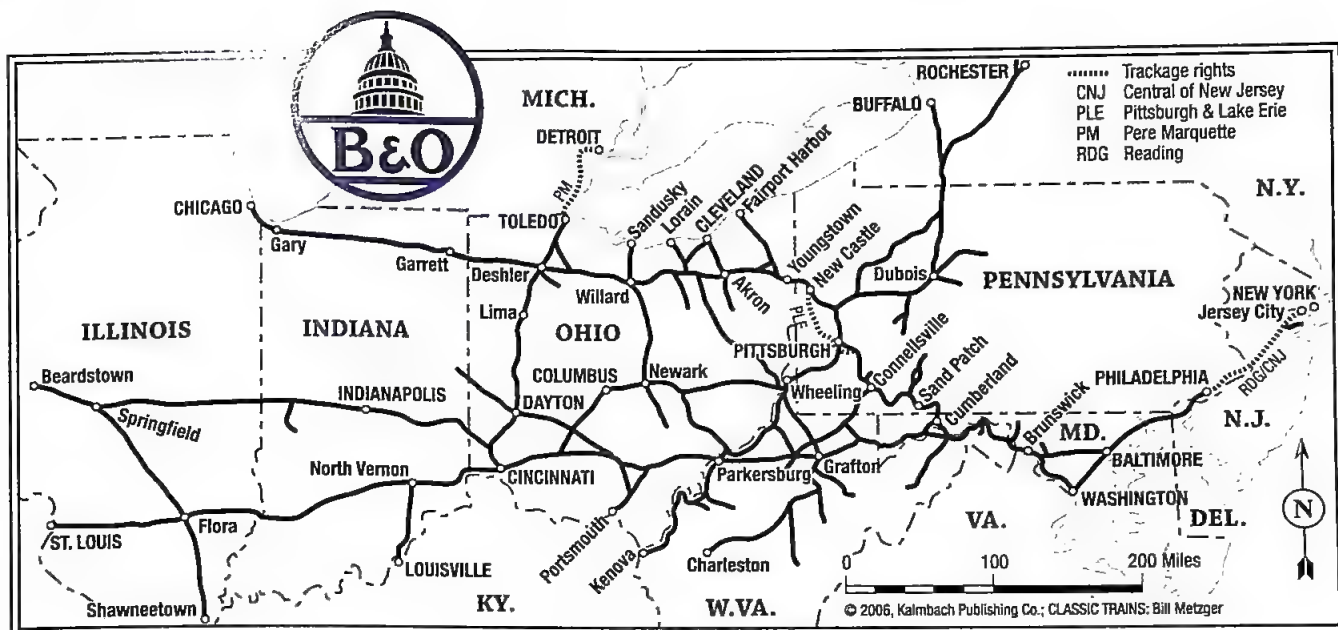
Indeed, B&O used its Santa Fe-type locomotives primarily in heavy freight service, assignments at which these powerful workhorses excelled for more than three decades. They truly were the backbone of mainline freight service over the Pittsburgh Division between Cumberland, Connellsville, Pittsburgh, and New Castle Junction, Pa. (via trackage rights over Pittsburgh & Lake Erie between McKeesport and New Castle Junction). They also could be found occasionally as far east as Brunswick, Md., and on the Western Maryland at Hagerstown, Md. (via the Cherry Run-Big Pool through-run connection). Moreover, they would range west of New Castle Junction with heavy coal and iron-ore drag tonnage on the New Castle and Toledo divisions into Ohio.

The Big Sixes were especially prominent in the strategic Cumberland area, where engines of various types worked on three converging main lines. The focal point of the Cumberland operation was its hump classification yard, a virtual melting pot of freight traffic between east and west. On the Pittsburgh Division to the west, practically all freights got S-1's, whose speed made them preferred over articulateds. By contrast, the Cumberland Division's West End (St. Louis line) employed large numbers of 2-8-8-0's and, later,

ment took the railroad from a beginning elevation of 640 feet above sea level to 935 feet, on an average gradient of just 0.3 percent. The small village of Hyndman was a helper-station outpost, with S-class 2-10-2's supplied from Cumberland. Predecessors of the S-1's, the S's usually worked in pairs as freight-train pushers on the Sand Patch grade. West of Hyndman, the climb stiffened dramatically to an average of 1.84 per-

cent for the 19.5 miles to the summit at Sand Patch, Pa., elevation 2,257 feet.

Upon reaching Sand Patch, the *Capitol's* S-1 helper would quickly cut off, turn on a wye, and run light back down to Cumberland. While the train's diesels possessed the power to drag the train up the grade unassisted, operating requirements made a speed of at least 30 mph necessary, hence the helper. Needless to say, this passenger helper chore



Powerful but slow were the 58-inch-drivered S-class 2-10-2's; at right, No. 6006 rests between Sand Patch helper assignments at Hyndman, Pa., in July 1940. Around the same time, an unidentified S (lower right) shoves against a wagon-top caboose at Mance, Pa.

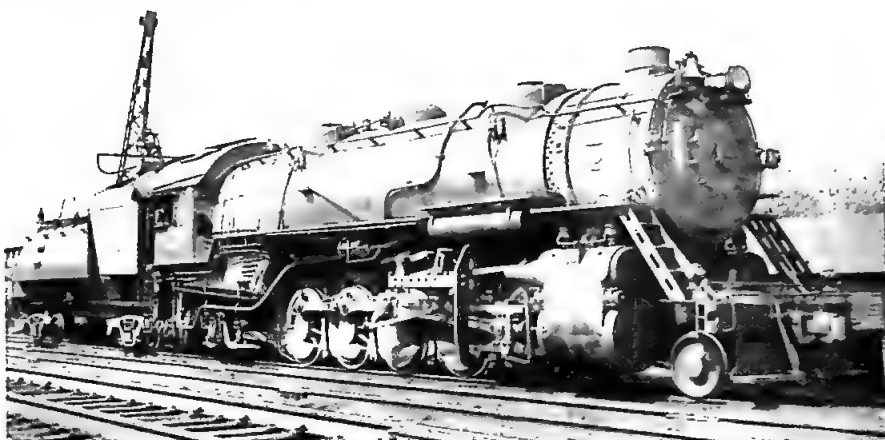
2-8-8-4's. However, the vast coal traffic coming off the West End did not pass through Cumberland, but moved via the Patterson Creek Cutoff.

Finally, a tremendous volume of general freight traffic moved over the East End of the Cumberland Division, powered by a mixture of S-1's and articulated locomotives. All of this traffic, mixed with coal drags and passenger trains, made for a mighty busy main line through the upper Potomac valley.

Toward the 2-10-2

By the early 1870's, the Baltimore & Ohio found that its Winans Camels and other archaic types of freight locomotives had insufficient capacity to handle the growing volume of traffic. So, in 1873, the road acquired its first 2-8-0 Consolidation types, setting B&O upon a course of motive power that, by the early 20th century, found the carrier populated by hundreds of "Consols." Most of their tractive forces ranged from 40,800 to 50,800 pounds. Of special interest was class E-24, built beginning in 1901, when the B&O was controlled by the Pennsylvania Railroad. These engines were duplicates of PRR class H6a, having Belpaire fireboxes and exerting a tractive force of 42,618 pounds. Moreover, most of B&O's 2-8-0 classes had 62-inch driving wheels, the standard for PRR freight power of the era.

B&O's most heavily trafficked route, from Baltimore directly west over the



Harold K. Vollrath collection



Wayne Brumbaugh

Old Main Line, thence through the upper Potomac valley and over the Alleghenies to Connellsville, Pa., was inconvenienced by various grades of about 1 percent, requiring helpers for heavy tonnage trains. The worst grade was Sand Patch, which imposed severe limits on westbound tonnage and demanded more helper services than anywhere else on the Baltimore and Cumberland East End divisions. So, in 1904,

B&O took a dramatic step to alleviate the helper problem on the east slope.

During the era of PRR control, Leonor F. Loree became B&O's president. In order to increase efficiency on Sand Patch, Loree introduced the first Mallet compound locomotive to American rails. Built at Alco's Schenectady plant in 1904, 0-6-6-0 No. 2400 had the power to replace two 2-8-0 pushers on the strenuous climb. With 56-inch drivers and a



William P. Price



Jack Polaritz collection

Exercising B&O's trackage rights on the P&E, an S-1 pounds eastward at Aliquippa, Pa., in July 1946 as Aliquippa & Southern 0-8-0 No. 218 works the Jones & Laughlin steel mill.

weight of 334,500 pounds, No. 2400 exerted a tractive force of 71,500 pounds. Despite this apparent success, B&O acquired no more Mallets until 1911.

In 1908, J. D. Harris became B&O's Chief of Motive Power. Harris continued 2-8-0 development with class E-27, the largest Consolidations to appear on the roster. Then, in 1911, great advances in locomotive size and capacity began to occur. First, Baldwin had been given

the job of converting two E-27's into 2-8-2 Mikado types by adding a boiler course and a trailing truck. The resulting design was so successful that B&O immediately began acquiring from Baldwin 210 near-duplicates, numbered 4000-4129 and classed Q-1 and Q-1b. These Mikados produced a tractive force of only 51,084 pounds, yet they became a long-lasting breed. In later years, many of their boiler shells became the nucleus of home-built heavy Pacifics and, during the 1940's, even the fleet of 4-8-2 Mountain types ["Land of the Home-made 4-8-2's," *TRAINS CLASSIC* 1999].

During 1911-13, as Baldwin was

turning out the Q-1 Mikes, B&O also placed orders with Alco for 30 0-8-8-0 Mallets for pusher service. The new Mallets were numbered 7020-7049 and classified LL-1. They had 56-inch drivers and a hefty tractive force of 105,000 pounds. While some of the LL-1's were assigned to pusher work on Sand Patch, most went out to the Cumberland Division West End at such places as Keyser, M&K Junction, and Grafton, W.Va. Also in 1911, Baldwin constructed a single trial road-service Mallet of the 2-8-8-0 type. Although this locomotive lasted only about six years, in 1916 Baldwin began supplying B&O a fleet of road

At left, an oversize load from Bethlehem Steel is part of an eastbound leaving Cumberland, Md., behind Big Six 6142 in November 1953.

Mallets in the 7100 series, mostly for use on the Cumberland Division.

The 92.4-mile route over the Alleghenies between Cumberland and Connellsville, once known as the Connellsville Division but renamed the East End of the Pittsburgh Division, carried vast amounts of manifest and general freight traffic that required faster speeds than lethargic-paced Mallets could achieve. Even the later Q-1 Mikados, with a slightly increased tractive force of 54,600 pounds, lacked the desired hauling capacity to handle eastbound trains over the steadily rising, 63-mile profile from Connellsville to Sand Patch summit, unless they were given extensive helper assistance. With Mallets not fast enough and Mikados not powerful enough, B&O needed something new to keep the Pittsburgh Division running efficiently.

Enter the 2-10-2, called the Santa Fe type after the Western road that originated it. Baldwin turned out B&O's first examples, 31 S-class locomotives numbered 6000-6030, in 1914. Giants of their day, the S's boasted monstrous boilers with minimum diameters of 93½ inches (and maximums of 100 inches), and firebox grate areas of 85.17 square feet. These 410,200-pound leviathans of the rails were equipped with large, 30x32-inch cylinders and rolled upon 58-inch drivers to produce a tractive force of 86,500 pounds.

The S's 205 pounds of boiler pressure seemed to be a carryover from former years when PRR control had imposed certain design specifications on B&O power. Yet another oddity was the use of Vanderbilt tenders, which had a capacity of 12,000 gallons of water and 18.5 tons of stoker-fed coal. Together with the assistance of 0-8-8-0 Mallet pushers on the westward climb to Sand Patch, class S locomotives did an excellent job as top power on the Allegheny grade for nearly a decade.

As the S's reigned through and beyond World War I, the B&O acquired a variety of new power for other freight duties. In 1918 came 100 class Q-3 light Mikados of United States Railroad Administration design. Equivalent in tractive force to the Q-1's, they were numbered 4500-4599; most went to western areas of the system. Also, B&O's ranks of 2-8-8-0's grew during this period.

Emerson and the S-1

Transferring from the Burlington Route's Mechanical Department at age



Bill Folger

50, George H. Emerson was appointed B&O's System Chief of Motive Power on March 1, 1920. During the next 22 years he presided over a renaissance of B&O power, ranging from new locomotives to upgraded rebuilds and conversions as well as experimentals, much of the work being done at the railroad's own Mt. Clare shops in Baltimore. One of Emerson's major projects was the acquisition of 135 class Q-4 Mikados during 1920-23. These provided a heavy-duty design having a tractive force of 63,200 pounds. Moreover, they introduced an increase in steam pressure from the existing standard of 205 to a new level of 220 pounds, while retaining the 64-inch drivers of the Q-1 of 1911.

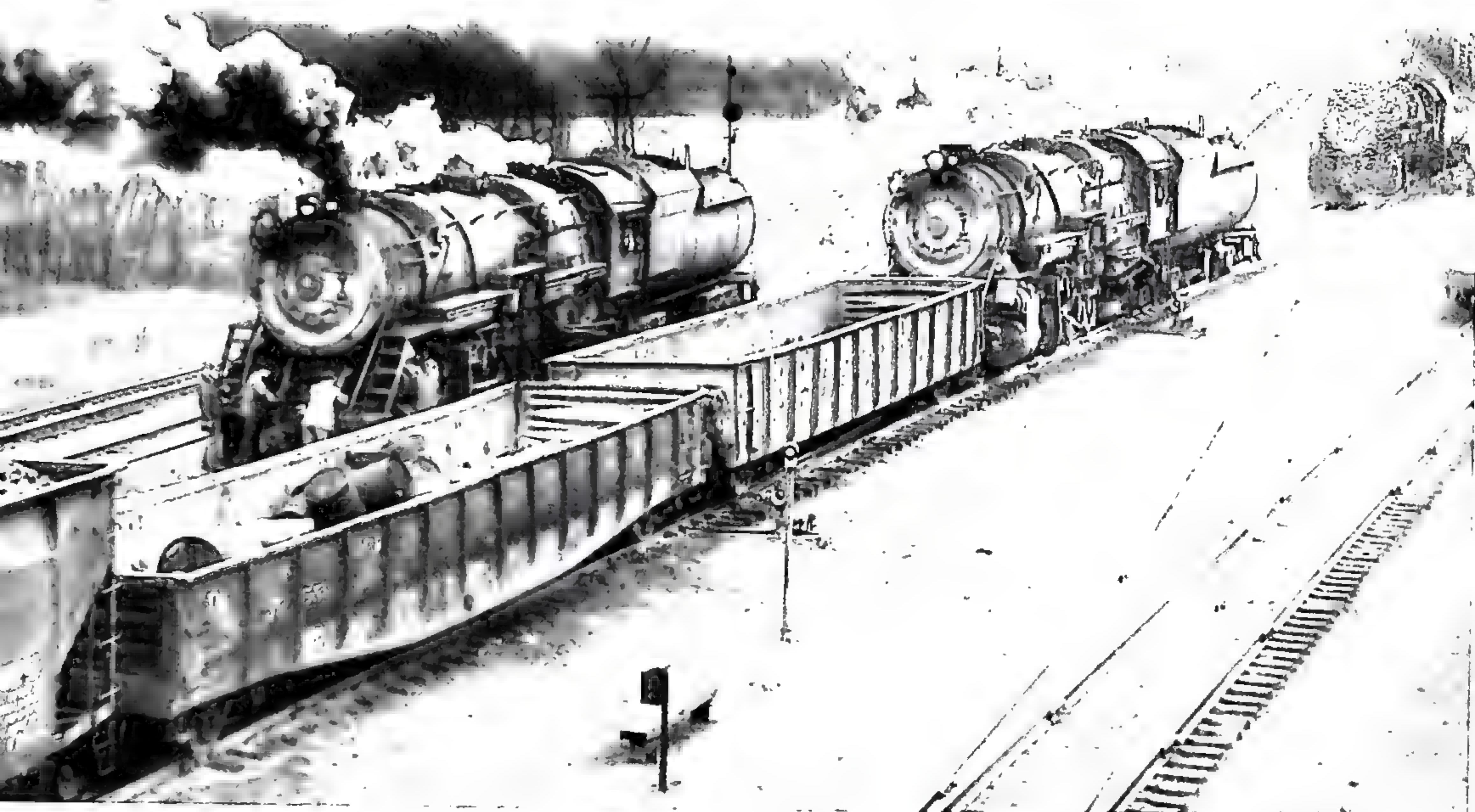
The several Q-4 subclasses were known as fast and powerful, many being equipped for passenger service. They were ubiquitous throughout the B&O system and did an especially good

At Harpers Ferry, W.Va., 6 miles west of the east end of S-1 territory at Brunswick, Md., an S-1 leads empty coal hoppers west out of the tunnel and across the Potomac in 1948.

job on the fast manifest trains of the Baltimore Division and as passenger helpers on the Cumberland Division West End. Their speed and power set the standards for the class S-1 Santa Fe types that soon followed.

With the introduction of the Q-4's, the speed of manifest traffic was upgraded to meet a growing competition among railroads catering to a booming trade in manufacturing products. But the slow-footed S-class 2-10-2's, with their small 58-inch drivers, plus the even slower LL-1 Mallet helpers, hindered speed increases over Sand Patch.

Emerson determined that the requirements of the Operating Department called for a 2-10-2 type of improved



Phillip A. Weibler

On March 31, 1957, after being renumbered into the 500-series, three S-1's work out their last days as yard switchers at Willard, Ohio.

and two S-class engines pushing gave a maximum rating of 4,800 tons.

How the S-1 came to be

Now let's see how Emerson came to formulate the S-1 design. Getting a new locomotive that was better able to cope with the rigors of the Connellsville (later Pittsburgh) Division, yet still having but two cylinders seemed like a difficult proposition. Also, at that time the only real choice was an upgraded version of the 2-10-2. Thus, S-1 heredity lay in the nine-year-old class S, which possessed the desired hauling capacity, but was considered too slow.

Because of clearance restrictions and the adequate capacity of the existing class S boiler, this major component, with a few changes, became the power plant for the S-1. The 100-inch, straight-top boiler received a slight increase in grate area (to 88 square feet), the addition of five water tubes in the firebox, some increases in heating surfaces, and a steam-pressure increase to the new B&O standard of 220 pounds. The same 30x32-inch cylinders, with 14-inch piston valves, were retained in the new S-1 design. Another major improvement over the S was a substantially larger Vanderbilt tender.

Perhaps the most important change of all, one that made a superior-running



William P. Price

No. 6105, one of three S-1's to get modified front ends, whistles off at Hyndman, Pa., before heading up Sand Patch in August 1954.

design, one whose speed potential was equal to that of the Q-4 family. The objective also was to acquire a quantity of these locomotives sufficient to extend their territory eastward from Cumberland through the upper Potomac valley to such places as West Cumbo, Brunswick, and Hagerstown, Md., this stretch being the busiest mainline bottleneck on the system. Furthermore, the overall plan included two more considerations: 1) the LL-1 Mallets would be removed from Sand Patch helper service and relocated to the Cumberland Division

West End in West Virginia; and 2) the S-class 2-10-2's would become helpers on the Sand Patch line.

The original orders for the S-1 2-10-2 types of 1923-24 included 75 locomotives from two builders. Baldwin constructed 50, Nos. 6100-6149, while Lima supplied 25, Nos. 6150-6174. So successful were these engines that B&O soon placed additional orders with the same two builders for 50 more. These were classed S-1a despite being nearly identical to the original S-1's. Nos. 6175-6199 were Limas, while 6200-6224 came from Baldwin; all were completed by the end of 1926. With all three classes of 2-10-2's having a 1,600-ton rating up the east slope of Sand Patch, one S-1 pulling



William P. Price

Working in Sand Patch grade helper service, Big Six No. 6185 shoulders an eastbound freight over the summit in September 1955.

engine, was the increase in driving-wheel diameter from 58 to 64 inches. This was the largest driver size ever employed on a North American 2-10-2 and duplicated the dimension used on the Q-series 2-8-2's. While this allowed the newer design to make better speed than its predecessor, the S's 86,500 pounds of tractive force was slightly above the S-1's rating of 83,400 pounds. With its ability to move heavy freight trains fast, the S-1 stood at the very threshold of being a Super-Power design.

Emerson included many new appliances and equipment, as well as innovations in construction, throughout the S-1. These included numerous Commonwealth cast-steel parts supplied by General Steel Castings Corp. of Granite City, Ill. One-piece cast underframes were still in the future, however, so the S-1's beds were formed of heavy steel shapes bolted together.

Emerson retired in 1942, leaving a legacy of extraordinary B&O locomotives. Though he may be best remembered for his experiments with water-tube boilers and duplex-drives, and he presided over the introduction of diesels on the road, his most enduring and successful steam designs were the Q-4 Mikados and S-1 Santa Fe types.

The Big Six fleet soldiered on without any noticeable mechanical changes until 1951, when Emerson's successor, A. K. Galloway, made certain improvements to three engines. Nos. 6105, 6168, and 6222 were rebuilt with one-piece

cast engine beds, lightweight pistons, and air pumps and aftercooler pipes relocated to the pilot deck. The 6222 also got lightweight rods and crossheads, resulting in reclassification to S-1b; engines 6105 and 6168 became S-1c. The most visible change to the trio was on the front end, where the headlight was lowered and the bell centered.

Most of the S-1's were assigned to the Cumberland East and Pittsburgh divisions, also working over the P&LE main line to New Castle Junction. Then too, out in Ohio, they hauled coal drags from Benwood, W.Va. (near Wheeling), to the Lake Erie ports of Fairport Harbor and Lorain. Iron-ore drags might have been hauled on return runs to steel mills in the Ohio River valley. So efficient were the S-1's that articulateds never replaced them on Sand Patch, although in later years an occasional EM-1 2-8-8-4 would turn up there.

In addition to Sand Patch, the S-1's were at home steaming along the Magnolia Cutoff with 100-car coal drags, or rambling through Beaver Falls, Pa., on P&LE tracks making time with mile-long manifest freights. Late in life, a few S-1's even saw duty as yard engines.

As a final note about the service life of B&O's Big Sixes, one might wonder why they were so successful on Sand Patch, yet were seldom found on the grades of the Cumberland Division's West End. At least two reasons for this existed. First, the West End grades were much steeper—well over 2 percent—which required every possible pound of tractive force that massive 0-8-8-0's and 2-8-8-0's could muster (and even they were rated at only 1,500 tons each). Sec-

ond, the long rigid wheelbases of the S-1 (22 feet 4 inches) did not mesh well with the sharp curves of the West End.

End of the line

By 1951, Santa Fe types had been serving the B&O well for some 37 years. But with more and more diesels coming on-line, the 2-10-2's, like all steam power, were on borrowed time. First to leave the roster were class S's 6009 and 6030, which in 1925 had their giant boilers appropriated for use on two new experimental 4-8-2 passenger locomotives (class T's 5500 and 5501). The cylinders, drivers, and running gear of the two S engines then were incorporated into class U 0-10-0 switchers 950 and 951.

The slightly reduced fleet of 29 class S engines lasted until 1938, when 15 were retired. Such a wholesale disposal was a bit unusual, but the engines needed costly boiler work and had been in storage as surplus power. The remaining 14 S's were retired during 1951-53.

As for the far-more-successful S-1's, the 125-member fleet remained intact until the early 1950's. In 1956 the B&O began a locomotive renumbering program in preparation for its all-diesel future, wherein steam locomotives acquired three-digit numbers. The 39 remaining S-1's were grouped into the 500-538 series, surrendering to diesels the number series that had inspired their "Big Six" nickname three decades earlier. ■

More on our Web site

Movie clips of B&O S-1's in action from the Herron Rail Video archive are available at our Web site, www.classictrainsmag.com

Diamond in the wilderness



A Western Maryland mountain junction was so convoluted it had three names

By E. Roy Ward • Photos by the author

Diamonds of either the gemstone or the railroad variety are rare in West Virginia. Yet deep in the heart of the rugged Appalachians, about 21 miles by rail southeast of Elkins, was a junction on the former Western Maryland Railway that not only had a diamond but three different names.

The area [map on page 33] was generally known as Cheat Junction, but officially that was the name of the point where the former Coal & Iron Railroad from Elkins to Durbin met the Greenbrier, Cheat & Elk, which went on southwest (railroad west) to Bergoo. Owing to a horseshoe bend in the Coal & Iron main line, a train from Elkins could not just continue west through Cheat Junction

to Bergoo and, later (on the old West Virginia Midland), Webster Springs. Instead, the engines had to turn on a wye, then run around their train on a siding just west of Cheat Junction yard.

To get around this inconvenience, in about 1932 successor Western Maryland built a direct connection linking the two lines. The connection cut across a bridge over the Shavers Fork of the Cheat River, then crossed the old Coal & Iron on a diamond to reach the former Greenbrier, Cheat & Elk. Since each point had to have its own name, the north (railroad east) end of this connection became Elk River Junction, and the south (railroad west) end became Greenbrier Junction.

Logging the mountains

This part of the Appalachians is steeped in logging and coal-mining history, and timber and coal played an important role in the story of Cheat Junction beginning around 1902. That's when the Chesapeake & Ohio built a branch generally north up the Greenbrier River to Durbin to tap into the lumber trade that was rapidly developing in that area.

The West Virginia Pulp & Paper Co. (later Westvaco) built a sawmill 15 miles south of Durbin on the C&O at Cass. The firm also built a logging railroad from the Greenbrier Valley northwestward to harvest its timber reserves on Cheat Mountain. Today, Cass is



home to a world-famous state park, and the Cass Scenic Railroad offers rides on Shay- and Heisler-powered tourist trains up the old logging line to Spruce and Bald Knob. Remnants of the huge sawmill can still be seen.

The tentacles of this railroad, later to be known as the Greenbrier, Cheat & Elk, eventually reached what became Cheat Junction. Meanwhile, the West Virginia Central & Pittsburgh Railway reached Elkins and chartered the Coal & Iron Railroad to build southeast to a connection with the C&O at Durbin. The connection was completed in 1903, and two years later both the WVC&P and C&I became part of the Western Maryland.

The underpinnings of what became Cheat Junction were laid when the C&I swung almost 180 degrees on a 12-degree curve 2 miles upstream from Bemis. The railroad crossed the Shavers Fork, climbed out of the river valley



A Chessie System Cheat Bridge Extra with four Western Maryland F7's up front (left), bound for Elkins, nears the Cheat Junction diamond on August 18, 1975. Almost four years hence, on April 11, 1979 (above), a B&O GP9 and a C&O GP7 (far from its Michigan home—note the lack of dynamic brakes) approach the diamond from the opposite direction with a Durbin Extra.

on a 1 percent grade, and used a tunnel to penetrate Shavers Mountain on its way to Durbin.

As loggers harvested the virgin forest, they had to reach ever farther down the Shavers Fork for new timber. By 1918, Cheat Junction was born when the GC&E established a connection with the C&I, which by then was the Western Maryland's Durbin Subdivision. The GC&E arranged with the WM to use its trackage to get to timber operations and a WVP&P logging branch at Bemis. From 1923 to '26, Shays hauled logs back to the mill at Cass via Cheat Junction.

From logging to coal

As the forest was depleted, the logging industry waned, and West Virginia Pulp & Paper approached the WM about taking over the GC&E. The Western Maryland was interested because of the coal reserves along the line, so the GC&E became part of the WM in 1927.

At the time of the sale, the GC&E stretched almost 75 miles from Cheat Junction to Bergoo, W.Va., along the Elk River. The purchase included enough right of way to allow the WM to make the alignment improvements needed to convert the line from a logging railroad to a coal hauler. WVP&P would retain the line from Spruce near the summit—the highest standard-gauge, common-carrier track east of the Rockies at 4,066 feet elevation—down the mountain to the sawmill at Cass. (The connection between Spruce and the line up to Bald Knob at Old

Spruce was recently rebuilt and is now part of Cass Scenic Railroad State Park.)

WVP&P also retained trackage rights for several years to its timber lands along Shavers Fork and the Elk River. Shays pulling log trains thus shared the main line with Western Maryland coal trains. Before the logging trackwork was improved, lumber-company Shays were also used to haul coal over the WM.

Enter the diamond

One of the line improvements was a direct connection between the GC&E and C&I lines at Cheat Junction. The confines of the narrow valley dictated that the legs of what is actually a folded-over wye cross on a 90-degree diamond. The end points of this wye were designated Cheat Junction, Elk River Junction, and Greenbrier Junction. This improvement, made circa 1932, allowed coal trains heading railroad east to Elkins to negotiate the junction without a runaround move.

The Greenbrier, Cheat & Elk had been content to confine coal-mining operations to what it needed for its operations, but this changed dramatically when WM took over. For the next half century, mines sprang up and added tonnage to branch operations as coal trains squealed around the sharp curves. Despite ongoing efforts to improve the railroad, it still retained its logging-pike characteristics, including guard-railed curves as sharp as 30 degrees and grades up to 3 percent. This



On June 27, 1982, after the diamond, the old Coal & Iron-route bridge, and its "loop" of track were out of service, four Geeps on a Durbin Extra negotiated Cheat Junction. With blue GP9 6598 in the lead (above), the train enters Cheat Junction proper on the way to Durbin; on the return trip, with yellow GP9 6135 up front (middle above), it arrives at Greenbrier Junction.

In April 1975, before the trees leafed out, the author climbed 900 feet above Shavers Fork for this eastward overview (above). The diamond is at right, Elk River Jct. at lower left.

and the 90-lb. rail dictated locomotives no larger than WM's low-driven H-8 2-8-0 Consolidations, and later, diesels of four, but not six, axles. Helpers were necessary in both the steam and diesel eras—four F7's and/or Geeps could handle a maximum of a mere 20 loads from Laurel Bank to Spruce! The coal boom in the 1970's continued into the 1980's, and trains of 80 loaded hopper cars were common.

For a time, the Durbin branch saw through freight service between the C&O and the WM. Two daily passenger trains also plied that route prior to 1914. This service deteriorated to a daily-except-Sunday schedule, which by 1943 had become a mixed train. By 1958, service was restricted to three times per week, and passenger service ended in 1959.

It wasn't only passenger traffic that was in trouble. As the lumber industry declined, so did the freight traffic on the Durbin branch. Through freight off the C&O vanished. By the time the WM was absorbed into the Chessie System

How to model the Cheat Jct. area in HO is a feature story by Roy Ward in the 2006 edition of

Model Railroad Planning
2006

in 1973, freight was down to one train a week. When CSX succeeded Chessie, trains ran only as needed, and the last CSX freight train over the Durbin line ran on September 25, 1983.

Ironically, the very last train over the subdivision was powered by a Western Maryland Shay. WM No. 6, the last Shay built and by then operated by Cass Scenic ["Big 6," Spring 2005 CLASSIC TRAINS], made a special move in 1985 from Cass to Cheat Junction to pick up some equipment for the state park. A week later, the branch's fate was sealed when a Greenbrier River flood washed out major portions of the former WM Durbin line as well as part of the former GC&E.

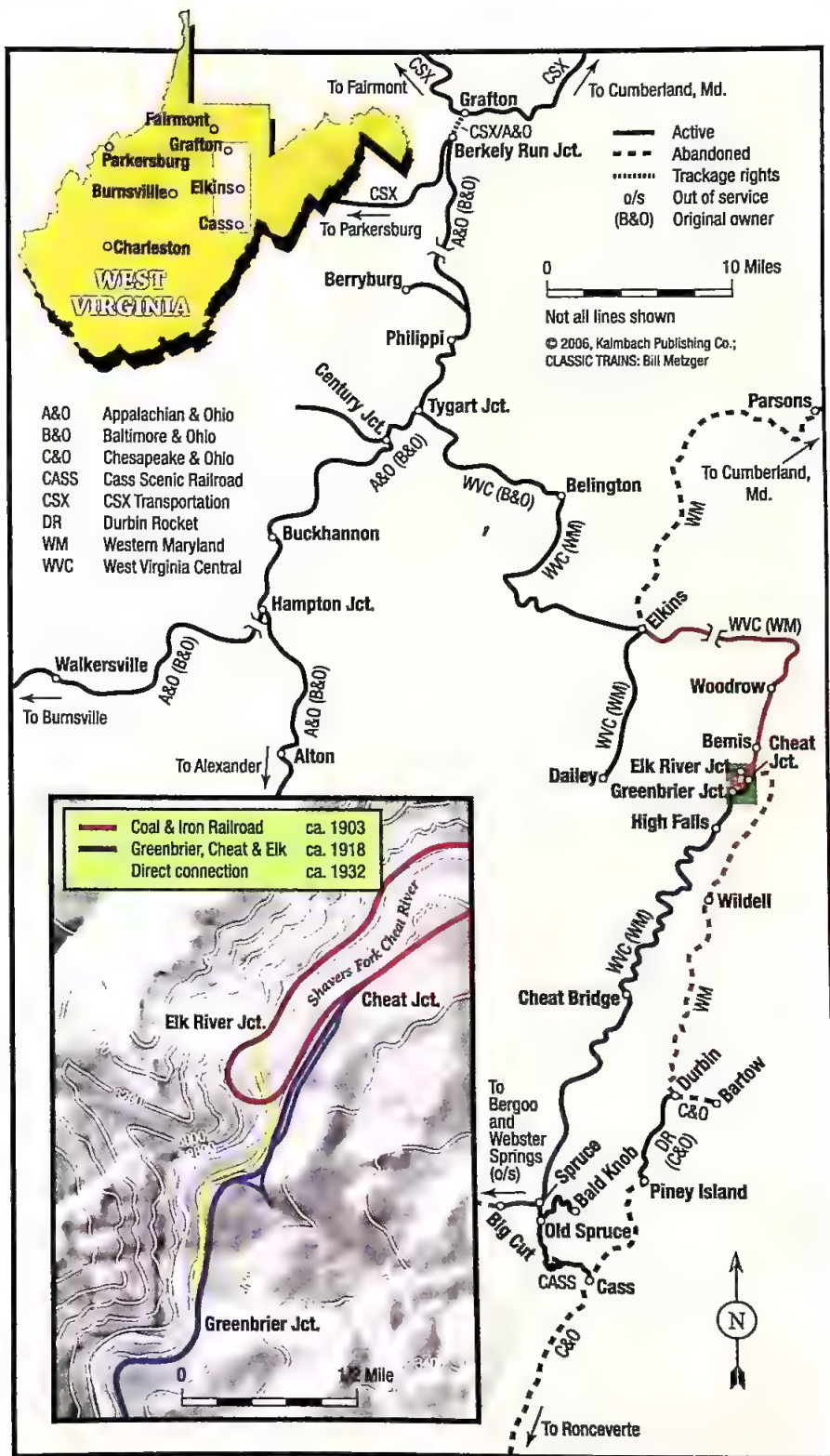
The Greenbrier, Cheat & Elk line has fared much better than the Coal & Iron. Coal business was brisk through the late 1970's and, despite the damage done by the 1985 flood, the '80's. It finally declined in the 1990's until only one customer was left, about 84 miles south of Elkins. CSX filed to abandon in 1997, then offered to sell the line to the state when West Virginia protested the abandonment. The West Virginia State Railway Authority bought the line for tourism and potential freight traffic, renamed it the West Virginia Central, and looked for an operator.

Visiting by rail

There is little freight service on the state-owned line, but during the warmer months you can ride the *New Tygart Flyer* from Belington or Elkins up to the junction area. Although the river bridge just west of the diamond site remains in place, the junctions as such no longer exist. The diamond was removed in 1983 and now lies rusting in the weeds near the crossing.

The tourist trains, using diesels painted in WM colors (some are actually ex-WM), run past Cheat Junction for 3 more miles, as far as Falls Curve, or "High Falls," where the 30-degree track curvature is too sharp for standard 85-foot-long passenger cars to negotiate. Passengers may detrain and walk down to the river to view the falls itself. The train then backs down to Woodrow siding 6 miles below the junction so the locomotives can run around the train for the trip back to Elkins; sometimes the run-around is done first, and the diesels push the train past Cheat Junction up to Falls Curve.

Two other West Virginia Central tourist-train operations are nearby. A separate service on the line south of Falls Curve, the *Cheat Salamander*, utilizes a built-in-2000 replica of a short 1922 Edwards motor car out of "Cheat



Bridge" (the U.S. 250 highway crossing of the Shavers Fork River and the railroad), alternately going north 22 miles to High Falls and south 17 miles to the summit near Spruce.

Down at Durbin, on what's now an isolated 5-mile stretch of the old C&O line, a 1910 Climax geared steam locomotive departs from the restored C&O depot with the *Durbin Rocket*. Detailed

information on all these West Virginia Central train services is available by visiting www.mountainrail.com or calling (877) 686-7245.

Diamond or not, the rugged and isolated scenery of these high Appalachian river valleys make it well worth the effort to visit and take the ride to see the Cheat Junction area, the 30-degree curve at High Falls, and environs. ■

My *first* Berkshire



A close encounter with a special 2-8-4 led to a lifelong affection for the Nickel Plate Road

By Neil Carlson

It all began one October weekend in 1956. I was with my parents, driving along the shore of Lake Erie south of Buffalo, when over the course of 30 or 45 minutes I saw several smoke trails in the distance. I knew the New York Central main line was over there just out of sight, along with another railroad—what was it called?—oh yeah, the Nickel Plate. I was certain the NYC had no steam left in Buffalo; the Central had dieselized here in 1954. But what about this other outfit? Was there still a hometown railroad operating steam?

The following week I did some research. After calling the number listed in the phone book for the Nickel Plate and explaining what I wanted, I was transferred to the roundhouse. The man on the phone told me that all freight trains in and out of Buffalo were

regularly assigned steam—mostly 2-8-4 Berkshires, with the occasional 2-8-2 Mikado. Diesels handled the passenger trains and the yard work. However, he mentioned as an afterthought, there were still four 0-8-0 yard engines active.

He went on to tell me that the railroad operated out of two yards located in the south end of the city: Abbott Road Yard and Tifft Yard. The roundhouse was close to Abbott Road Yard. Checking a city map, I determined that a key highway bridge crossed each yard. Furthermore, there was a bus route over each bridge. Perfect! This was critical information, since I wasn't yet old enough to drive and I had only the bus to get around town.

After plotting the trip—via three buses since my family lived in the northeast suburbs—I made plans to check things out. A railfan friend agreed to accompany me and, on a sunny October Saturday morning, we set out in high spirits. Our bus dropped us off on the South Park Avenue bridge, which crossed Abbott Road Yard. During the

course of our several hours on the bridge, we confirmed that the Nickel Plate was indeed operating steam. We saw one 0-8-0 come under the bridge, and we could see smoke and steam rising in the distance from other engines at the roundhouse. Unfortunately, we saw many more diesels. NKP's Alco switchers were in constant motion working the yard, and over on parallel lines there was a steady stream of NYC, Erie, and Lackawanna freights—all powered by diesels.

Several weekends later, my friend and I took the bus to Buffalo's other big Nickel Plate facility, Tifft Yard. The long Tifft Street viaduct crossed the southern edge of the NKP yard, as well as tracks of the New York Central, Pennsylvania, Baltimore & Ohio, Lehigh Valley, and Erie. The bridge was a wonderful train-watching spot with an incredible variety and frequency of trains. This time, we were rewarded by an NKP freight in each direction, both powered by Berkshires. I was becoming hooked on the Nickel Plate and intended to return soon.

Alas, by the time another opportunity presented itself, winter had arrived. Train-watching atop a bridge exposed to the elements during a Buffalo winter

The very first Nickel Plate Berkshire eases though Fostoria, Ohio, with a Bellevue-Lima freight in June 1956. The following March, she became a first for author Carlson, too.

John A. Rehor



is not something a sane person does—not even a teenage railfan. Further exploration would have to wait.

The following March, I again began thinking about the Nickel Plate. I really wanted to get to the roundhouse, but as a teenager I was reluctant to just stroll in and say “hello.” I recalled that the individual on the phone with whom I had spoken last fall had been very helpful and friendly. Maybe I should just call again and ask if I could visit the engine terminal? I proceeded with this plan, and the person I spoke to said there would be no problem—just bring an adult.

The next weekend, I convinced my dad to be the adult. My father wasn’t a railfan—he was a golfer—but from time to time he indulged me, and as a favor he drove my friend and me to the Abbott Road roundhouse. We walked into the foreman’s office and introduced ourselves, explaining what we’d like to do. The man behind the desk, who was not the person I had spoken with, welcomed us nevertheless and suggested that we start our visit with a roundhouse tour. His name was Robbie, and he led us into the interior of the roundhouse.

At Buffalo’s DL&W station, also used by the Nickel Plate, Hudson 175 stands at the head of a May 18, 1958, NRHS excursion train to Cleveland and back. It would be the 4-6-4’s last trip.

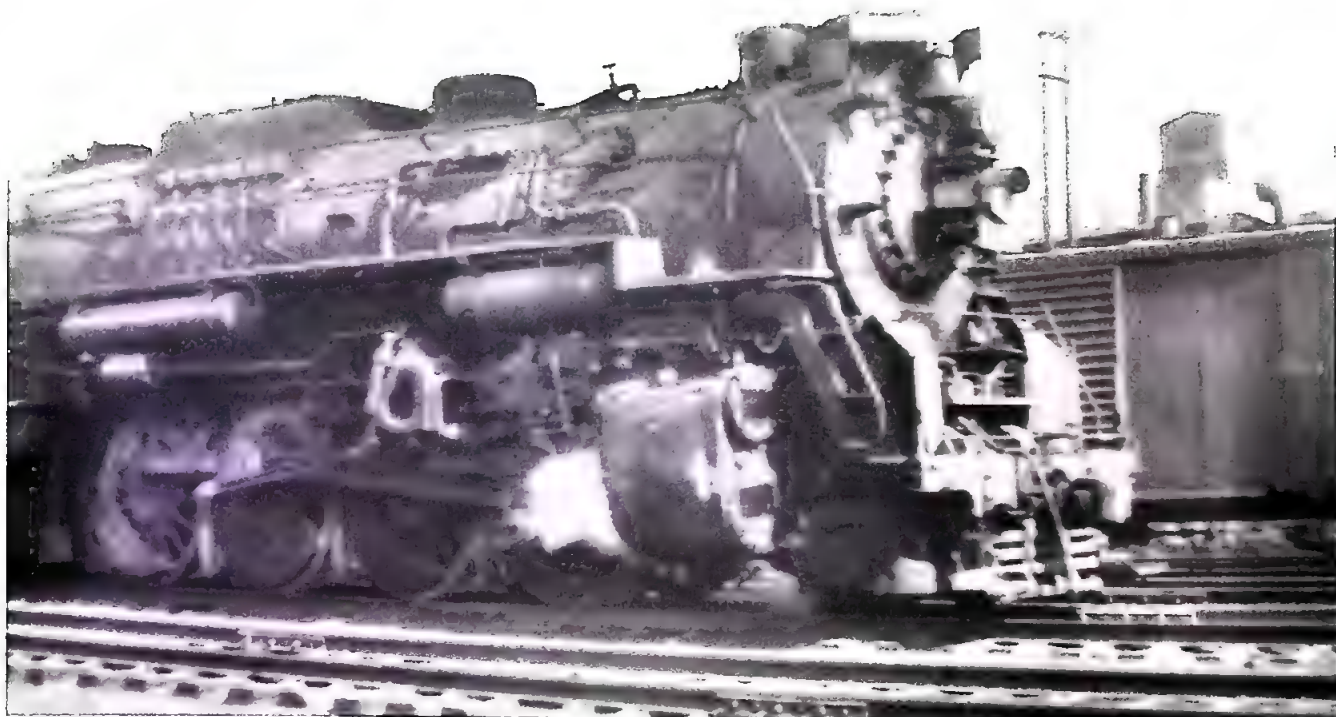
Robbie started by inviting us up into the cab of a Berkshire. He opened the turbogenerator’s steam valve so we’d have some light in the cab, and he gave us a short description of the backhead, pointing out the throttle, screw reverse, brake levers, whistle lever, stoker valves, blower, etc. He finished by opening the firebox doors for a look at the fire.

We were continuing around the roundhouse when I spotted engine 175, a 4-6-4. The Nickel Plate owned eight Hudsons, but at that time I didn’t know it had any. She was cold, and Robbie explained that she was used as passenger protection power and for work trains. The following year I would ride behind her

on a Buffalo-Cleveland round-trip excursion sponsored by the Buffalo Chapter of the National Railway Historical Society.

We walked outside just as a Berkshire was moving onto the turntable to enter the roundhouse. Robbie explained that Buffalo had only a 90-foot turntable and with a Berkshire’s wheelbase of almost 88 feet, there was less than a foot to spare at each end of the table. I later learned that Buffalo was the one Nickel Plate mainline terminal that had not been modernized after World War II [see “Berkshire Launching Pad,” STEAM GLORY 2004]. The roundhouse was the original, dating from the 1880’s. Its stalls were extended twice in later

In Tifft Street Yard, Alco S2 35 reaches for the caboose of freight OB-2 in 1949. Beyond is the viaduct from which Carlson saw his first NKP Berkshires.



Neil Carlson

Carlson's first visit to the Nickel Plate's Abbott Road roundhouse ended with the departure of No. 779, the final NKP Berkshire to be built, hauling a westbound freight.

years, once for the 2-8-2's and the second time for the 2-8-4's. The 90-foot turntable replaced the original just before World War I when the Mikes arrived. Amazingly, Buffalo had no coal dock, either, just a conveyor that was supplied directly by a hopper car.

Our next stop was by a pair of Alco PA1's ("Bluebirds" to Nickel Plate men) that had just come in on train 6 from Chicago. They would be made ready to depart that evening on No. 5. We climbed in the engine-room side door, looked over the prime mover, and proceeded to the cab. Robbie was giving us an overview of the controls when the cab door popped open and a hostler came in. It was time to go; the units needed to be moved to the fuel track.

At Robbie's suggestion, after climbing down from the cab, we walked over to the far side of the freight station to wait for a westbound that would be leaving Abbott Road Yard. About 15 minutes later we saw our train. It was powered by engine 779, the last Nickel Plate Berkshire to be built. Robbie had left us after we climbed out of the PA's cab, so we went back to his office to thank him and say good-bye. As we departed he told us we were welcome to come back—just give him a call. He worked weekends.

After that experience, I was a confirmed Nickel Plate fan and anxious for another visit. So, on a Saturday two weeks later, I called Robbie to see if I could come by on Sunday. I explained that I would be by myself as my dad had plans and my friend was unavailable too. "Would that be a problem?" I asked. "Not at all," he said. The next afternoon, after my three-bus journey, I walked into Robbie's office. We were shortly joined by one of his peo-

I really wanted to get to the roundhouse, but as a teenager I was reluctant to just stroll in and say "hello."

ple—a hostler named Brian. Robbie introduced me and asked me to accompany Brian for the afternoon.

Brian told me the first job was to move an 0-8-0 into the roundhouse for servicing. Engine 303 was simmering on a ready track that did not connect to the turntable, and two Alco S2 switchers were blocking it in. We first had to move the Alcos to an adjoining track. Brian moved the first one. I had asked Brian a ton of questions about the die-

sel, and I think he realized I knew something about locomotives. Indeed, I was the proud owner of Alco's *Manual for Enginemen*, which covered operation of the S2's.

As Brian was about to move the second engine, he stood up and invited me to take the engineer's seat. "Would you like to back it out?" Would I! But, I said, I didn't want to get him in trouble. He countered by saying that Robbie had told him to take good care of me. Brian released the hand brake and, under his watchful eye, I opened the bell valve, moved the controller handle to the first reverse position, kicked off the air, and advanced the throttle one notch until we began to move, and then I pulled it back one more notch. The old Alcos had 16-notch, air-operated throttles. We backed up and then pulled forward onto the adjacent track, where I stopped next to the 303.

In the 303's cab, Brian took a peek at the fire and the water level and decided he needed to touch things up a bit before she went into the roundhouse. He started an injector, and then cracked the blower valve while he put on several scoops of coal to cover up some thin spots in the fire. The fire had previously been cleaned.

After about five minutes he pronounced her ready and went down on the ground to remove the chains from around the drivers. When he got back in the cab, he said, "Let's go," and pointed toward the engineer's seat. By now I



Neil Carlson

During Carlson's second March 1957 visit to Abbott Road, he helped the hostler move two Alco S2 diesels and—even more thrilling—0-8-0 No. 303, a 1934 Lima product.

had to pinch myself to make sure this was real. I had just operated my first diesel, and now I was going to run a steam engine!

I backed the 303 onto the turntable lead, and under Brian's direction pulled her forward up to the edge of the turntable pit, where a stop was mandatory. The turntable operator saw me in the cab and didn't quite know what to make of the situation. But then he saw Brian behind me and broke out in a big grin as he gave me a highball to move the engine onto the table. Brian told me to move it out onto the turntable until the bridge was next to the cab window. I did this, set the air, and moved the reverse bar to top dead center. Brian took over at this point.

After we had been rotated to the roundhouse service stall, Brian blew two long and loud whistle blasts and, with the bell clanging, he moved the 0-8-0 inside and stopped with the stack under the smoke hood. Brian set chains around the drivers and shut off the air pump and turbogenerator. I asked why he shut off the air pump and he replied, "Nothing worse than a bunch of air pumps banging away in an otherwise quiet enginehouse." Job complete.

Next on the list was engine 700, the first of the magnificent Nickel Plate

Berkshires. The 1934 Alco had come in on an eastbound some hours earlier, had just been lubed, and now needed to be moved outside to a ready track. I followed Brian up into the cab and watched as he turned on the turbogenerator and started the air pumps. There was still enough air to move the engine, and Brian pronounced us ready to go. I got off, pulled the chains from around the drivers, and climbed back on.

By now I had to pinch myself to make sure this was real. I had just operated my first diesel, and now I was going to run a steam engine!

The turntable operator had opened the stall doors, and he gave Brian a hand signal to back up. Brian made several turns on the screw reverse wheel to put the engine in reverse, kicked off the air, and turned on the bell. After three short, soft whistle blasts, Brian gently opened the throttle, and as soon as he felt movement he closed it. He did this several times until we were creeping out

of the roundhouse and onto the turntable, and then several more times to keep us moving. He had his eyes glued to the turntable operator, who was guiding him so he could fit the Berkshire on the short turntable.

On the operator's signal, Brian stopped the engine. He set the reverse gear to top center, the turntable operator unlocked the table, and we started to move. After we had been aligned with one of the turntable leads, Brian motioned to me. It was my turn! Following Brian's lead, after three short whistle blasts, I turned on the bell, put the engine in reverse, and backed us off the turntable—alternately opening and then quickly closing the throttle. I backed us to the sand house.

Brian filled the sand dome, and then we backed her a bit further to the water column for a drink. Brian said that we wouldn't top-off the coal bunker, however. The coal in Buffalo was mostly for NKP's 0-8-0's and the Hudson. There was a mainline coal dock about 50 miles west of Buffalo, which essentially served to coal Buffalo road engines. The Buffalo terminal was very cramped, and there was really no room for a modern coaling facility. Consequently, most trains took coal at the mainline dock both coming to, and departing from, Buffalo.

Brian touched up the fire, and we left the 700 for the outbound crew. She was scheduled for the "clean-up" run, which ran extra Sunday afternoons for

Conneaut, Ohio, with everything in the yard that hadn't yet departed west. Abbott Road Yard had a capacity of only 500 cars, and the Nickel Plate was constantly keeping the terminal fluid by moving cars to Conneaut—which really handled much of the westbound classification for Buffalo.

Our next victims were a pair of Bluebird PA's, which needed to be moved from the fuel track. After doing this, it was time for me to head for home. It was getting late, and I still had a 90-minute bus trip ahead of me. I thanked Brian and Robbie and headed for the bus stop.

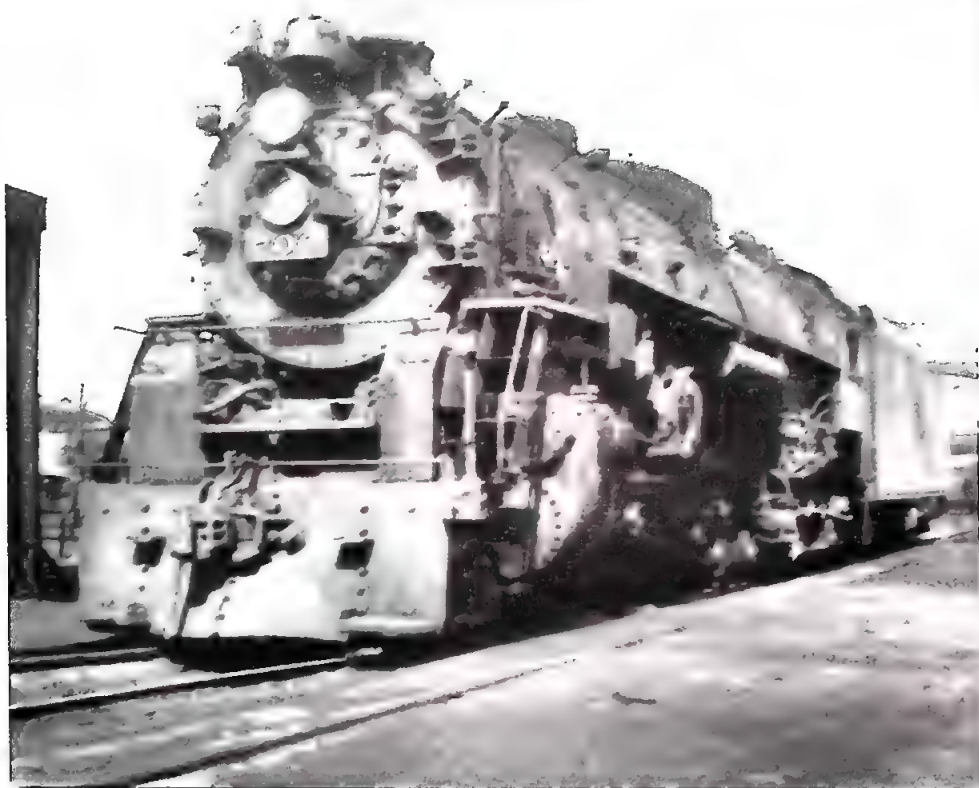
It had been quite a day. I was elated. I had gotten my first chance at the controls of a diesel, an 0-8-0, and my first Berkshire! But my elation was short-lived. When I got home, my mother was livid when she saw the condition of my jacket and slacks.

Over the course of the spring and summer, I made more visits to the roundhouse, and the men there always took good care of me. I got to hostile more engines around the terminal. I spent some afternoons riding the Alco switchers as they worked. I had several 0-8-0 rides. One time, on a transfer run to the Lackawanna, I had the opportunity to fire the engine on the way out and to do some running on the way back—when we were running light. It was a memorable summer. But like all good things, it had to end.

Brian was promoted in June, which ended my hostling experiences. Then one Saturday in late August, I called the roundhouse, asked for Robbie, and was

Carlson also became acquainted with NKP's Alco PA1 passenger diesels at Abbott Road. The road had 11, nicknamed Bluebirds for the color used on their noses and roofs.

Paul W. Prescott



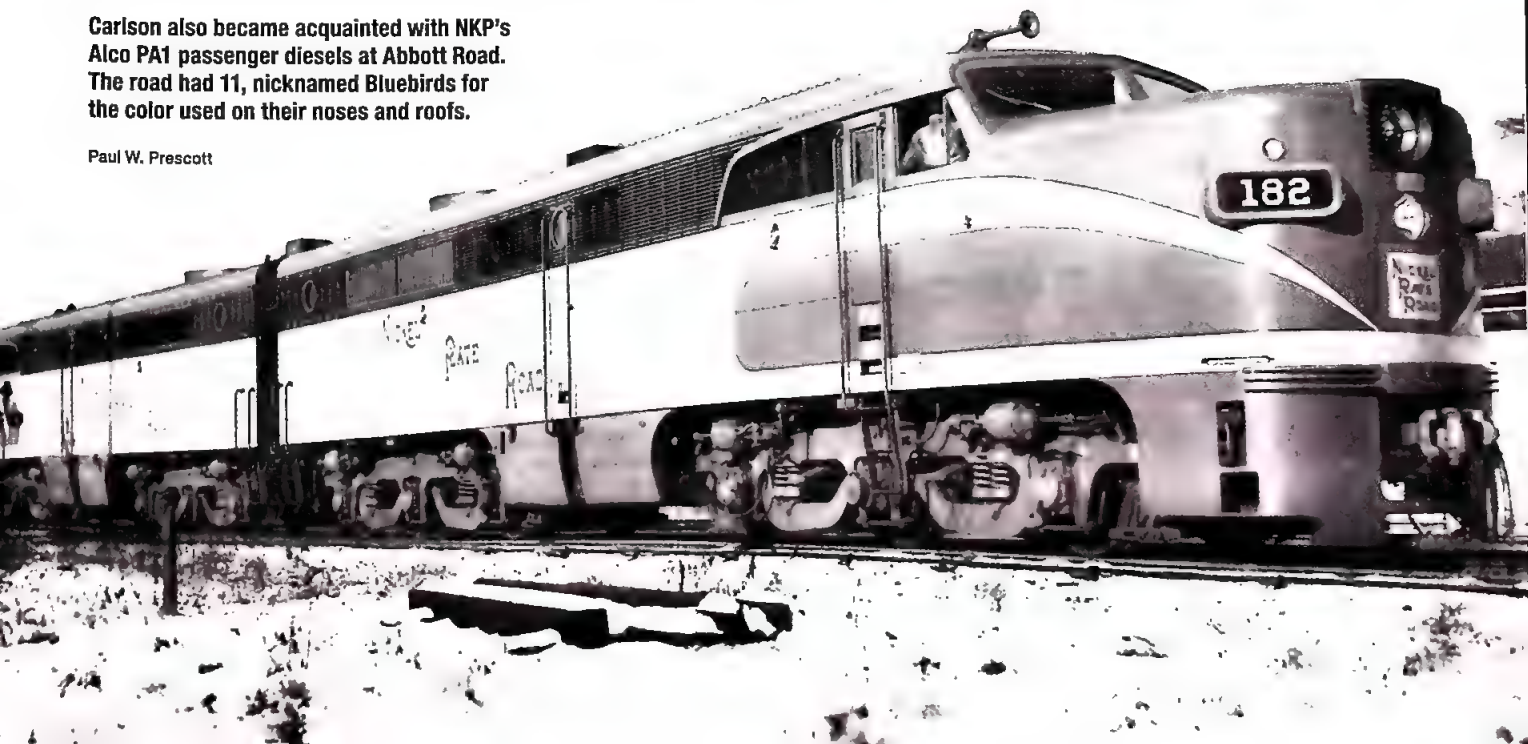
Neil Carlson

The highlight of Carlson's second visit to Abbott Road was a turn at the throttle of Berkshire 700, first of 80 built for the NKP; although most came from Lima, the initial 15 were Alcos.

told he no longer worked weekends—catch him on Monday. I called him, but it was immediately evident that the good days were over. There were just too many people around the terminal during the week. In any case, school would soon be starting, so I wouldn't be available on weekdays anyway. So I thanked Robbie for all the wonderful experiences I'd had, and then I reverted

to being just an observer of the NKP in Buffalo.

Nickel Plate steam in Buffalo lasted into June 1958. After it was gone, my attention shifted to Ontario where the Canadian National and Canadian Pacific still had roundhouses chock-full of steam. But I'll never forget my Nickel Plate summer and the kindnesses of NKP railroaders. **1**



Ft. Wayne's Berkshire **BOUNCES BACK**

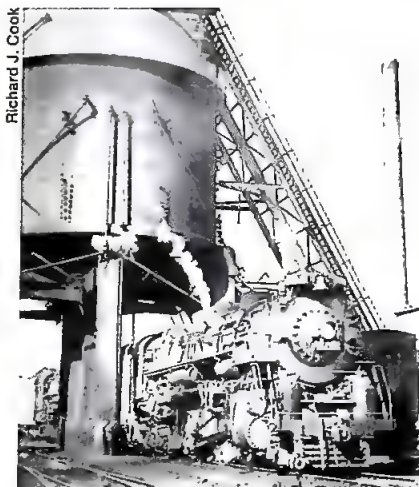
Nickel Plate Road 2-8-4 No. 765, one of the brightest steam stars of the 1980's and early '90's, is ready for the high iron again after a dozen years in the shop. Last October, the Fort Wayne Railroad Historical Society (FWRHRS) completed a \$772,000, top-to-bottom overhaul that should ensure 765's operation for years to come.

Built in 1944 by Lima Locomotive Works, 765 strode the Nickel Plate on fast freights until 1958, as seen in the photos at right. One of six NKP Berkshires to be saved, 765 was placed in a Fort Wayne, Ind., park in 1963, renumbered to 767, the engine that opened the NKP line elevation through town in 1955. By 1972 the 765 was in poor shape, prompting the founding of FWRHRS, which removed it from the park the next year. Working mostly outdoors, FWRHRS volunteers completed restoration of the engine in September 1979. The 765 enjoyed an active excursion career that took it to 15 states before FWRHRS pulled it out of service in 1993 for overhaul.

And now she's good as new again—literally. FWRHRS has restored 765 to as-built condition, which means C&O-style numbers in her number boards, a steel (not brass) bell painted yellow, single-bulb headlight and no Mars light, and borderless number plate. With her first face restored, 765 is now ready for her third career.—Robert S. McGonigal

Read the full story of NKP 765's recent overhaul in the June 2006 issue of **TRAINS**.

TRAINS
MAGAZINE



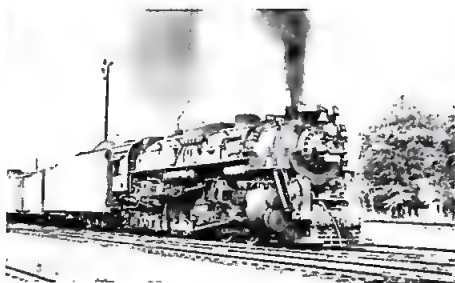
Under the Bellevue, Ohio, coal dock, 1949.



Famous face at Fostoria, Ohio, July 1956.



Eastbound at Lorain, Ohio, July 1949.



Leaving Bellevue with train NC-3, August 1956.



Fostoria again, storming west in March 1958.



On display, as sister 767, in Fort Wayne's Lawton Park, May 1963.



Deadheading to an excursion date on the TP&W, May 1980.

Richard J. Cook

Don Wood

Ernest L. Novak

John A. Rehor

C. W. Jernstrom

John A. Rehor

J. David Ingles

Ready to face the future at the FWRHRS
shop east of Fort Wayne, October 2005,
with volunteer Mark St. Aubin.



Photo Section

On a hot August day in 1966, a Chicago & North Western local freight backs down the road's branch to downtown La Crosse, Wis. Our vantage point is Grand Crossing tower, guardian of the at-grade intersection of C&NW's city line with Milwaukee Road and Burlington Route main lines. On the waycar platform (below), crewmen catch a little breeze, protect the back-up move, and prepare to exchange paperwork with the tower operator. In an instant (right), with the towerman dancing over an interlocking rod, the swap is made. Finally comes Alco RS3 1614 (upper right), its engineer notching out after the handoff to proceed into the city.





Three photos, Joseph H. Hunter

Photo Section



Steam meets steam: At Port McNicoll, Ontario, at the foot of Lake Huron's Georgian Bay, a man and boy study Canadian Pacific G5 4-6-2 1271, just in from Toronto with train 303 on July 16, 1958. Looming behind them, beyond the trim depot and tidy grounds, is another CP steamer, the *S.S. Keewatin*, preparing to set off after a 15-minute connection with train 303 on her weekly 40-hour voyage up the length of the bay, through the Soo Locks, and across Lake Superior to Port Arthur-Fort William (now called Thunder Bay), Ont. Built in Scotland in 1907, the *Keewatin* and her sister boat *Assiniboia* sailed the route until 1965 in a service that predated completion of Canadian Pacific's rail line around the lakes. The *Assiniboia* and 1271 are gone, but *Keewatin* is displayed at Saugatuck, Mich.

Don Wood



Photo Section



C. H. Kerrigan



George Krambles photo, Krambles-Peterson Archive

Via bonnet FT's: Four-unit Santa Fe FT 162 leads the *Grand Canyon Limited* out of Chicago in August 1946. After the 167 quartet, delivered in blue in 1945, did well in passenger work, Santa Fe in 1946 repainted it and 10 other sets (158-166, 168) into red and silver, and applied steam generators to the other sets as needed, allowing dieselization of all daily *Chief* streamliners. As new passenger diesels arrived, the converted FT's returned to freight duty (and blue paint) during 1948-52.



Wiley M. Bryan

Mixing it up: Seaboard Air Line never had qualms about mixing its F units and Geeps on its hallmark fast freights, and this consist is a good illustration as 2 of SAL's 22 FT's, 2 of its 11 F3's, and 2 Geeps highball south through Aberdeen, N.C., on a sunny day circa 1960. Interestingly, Seaboard's FTB units (but not the A's) had steam generators, even though the road invested heavily in EMD's passenger E units. SAL's F3's, delivered in 1948, were all cab units.

Juice killers: Led by A unit 4216, four Boston & Maine FT's approach the Hoosac Tunnel with a westbound freight on the Fourth of July, 1955. B&M's 48 FT's (24 A's and 24 B's, delivered in 1943-44), plus F2's and E7's of 1945-46, allowed the road to dieselize all trains through Hoosac. In steam days, smoke problems in the 4¾-mile bore required the use of electric locomotives. Juice jacks weren't needed with diesels, and the wires once supported by the structure above the 4216 came down in 1946.

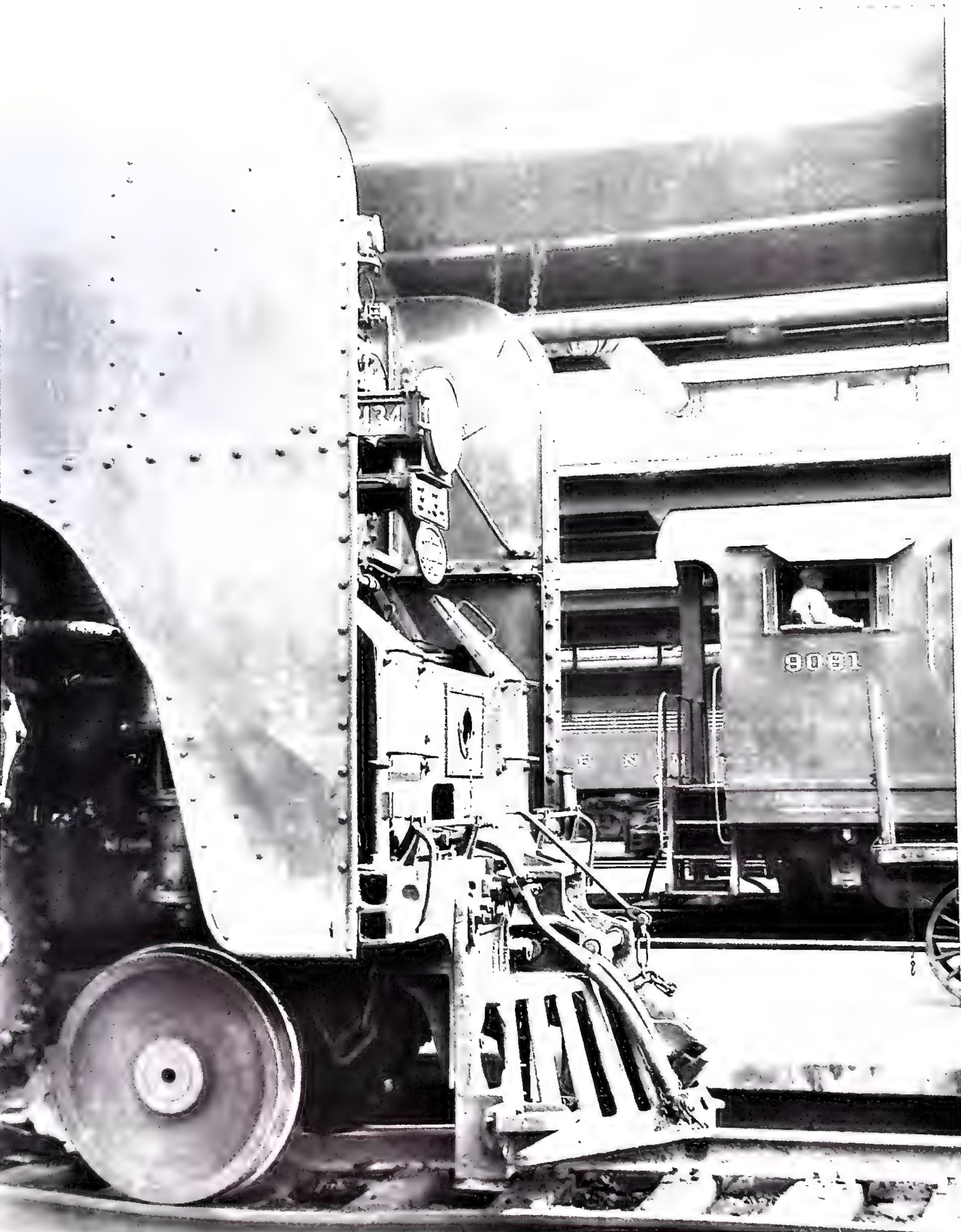
Photo Section



Joe R. Thompson

Small town: Motor car M.186 pauses to load mail at Rule, Texas, on its run as Santa Fe train 46 from San Angelo, Texas, to Kiowa, Kans. The EMC doodlebug will take the better part of this August 24, 1957, to make the 504-mile run. Having left San Angelo at 2:00 a.m., it will tie up 18 hours 15 minutes (and two meal stops) later along the Santa Fe main line. Train 46's route, now largely abandoned, began in 1912 as part of the storied Kansas City, Mexico & Orient.

Big time: Power from the two giants of Northeastern railroading fills the platform tracks at Columbus (Ohio) Union Station in a mid-1950's scene. Closest is New York Central L-4b 4-8-2 3134, a Lima-built dual-service Mohawk, with Cleveland-Cincinnati train 447. Next is Pennsylvania 9081, a Fairbanks-Morse H10-44 on switching duty. At the rear is a Baldwin passenger Sharknose, a model unique to the Pennsy.



Phillip R. Hastings



Learning the **BASICS** on the B&M and the Soo

Moving from yard clerk's work to an operating job made me realize
there was more than one way to run a railroad

By Tom Murray • Photos by the author



The time was May 1970.

I was in the office of J. R. Knowles, Boston & Maine Corp.'s chief of medicine, for a pre-employment medical exam. When he was finished, Dr. Knowles said to me, "You seem like a bright young man. Why do you want to work for the railroad?" I told him it would only be temporary. I was wrong.

For the next three years, I worked for the B&M as a yard clerk at Worcester, Mass., my hometown. When I took the job, I didn't expect it to be the foundation of a decades-long career. In fact, I'd never seriously thought about working for a railroad at all. But shortly before I completed college (at NYU in New York City), I learned that the B&M, which had gone into bankruptcy in March, was going to end its long-standing joint yard agreement with Penn Central (and predecessor New Haven) at Worcester, and that it would be hiring clerks for the new operation. Since I had no other immediate plans, it seemed like a good

From yard office to the field: Boston & Maine WR-2 is ready to leave Worcester, Mass., on November 26, 1971 (left). The white trailer above the third unit was the office where the author held his first railroad job. As a Soo Line assistant trainmaster, he got out on the road, as on July 13, 1973 (below), at the beginning of double track at Cardigan Junction, Minn., where the train 943 he's riding met train 6.

thing to do for a few months.

June 1, 1970, was the first day of operation for B&M's yard on the north side of Worcester, known as "Garden Street" to distinguish it from the former PC-B&M joint yard at South Worcester. I was first in seniority among the four new clerks, so I had my choice of working hours. I took the 3:30-11:30 p.m. shift since it gave me daytimes free. (Known on most railroads as "second trick," it was "middle trick" on the B&M.)

The yard consisted of five short tracks parallel to the main line. Yardmasters and clerks were housed in a trailer that had been positioned at one end of the yard, with a good view of the switching lead. As a yard clerk, I had four responsibilities: Keeping an inventory of cars in the yard; making switch lists; preparing consists for outbound trains; and writing interchange reports. B&M was slow to enter the computer age; at Worcester, everything was done with pencil and paper, as it had been for generations.

A yard clerk had to know how to read a waybill: routing, origin, destination, shipper, consignee, commodity, etc. You had to have B&M's blocking system memorized so you didn't have to look up the classification for every outbound car, and you had to read the mind of the yardmaster so you would anticipate his needs and not waste the yard crew's





The village of Oakdale, 8.5 miles north of Worcester toward Ayer, provides an archetypal New England village backdrop for B&M WR-2 as it rumbles north on March 21, 1970, behind the customary three "Bluebird" GP9's.

time waiting for switch lists.

Worcester was not the hub of the 1,500-mile B&M. In fact, it was an outpost, a satellite yard. The "Worcester Route Main Line" was really a branch that tied into B&M's east-west main line at Ayer, 28 miles north.

Worcester hosted five basic operations:

- Two yard crews on first trick, one on middle trick, and one on last trick.
- The daily "Maine Bullet," train RW-1, which left Rigby Yard in South Portland, Maine, at 3 p.m. and was due into Worcester at 9 p.m., carrying a solid Penn Central train of mainly paper prod-

Though WZ-2 was the priority train for moving westbound TOFC from Worcester, occasionally overflow would move to Ayer on WR-2, as on March 31, 1973, passing Wachusett Reservoir at Oakdale behind an F7/GP9/GP18/GP7 set.

ucts from mills on the Maine Central and Bangor & Aroostook.

- The Bullet's outbound counterpart, WR-2, scheduled to depart at 7 a.m. daily, with empties for MEC and BAR.

- The "Zebra," known formally as WZ-2 and ZW-1, which left Worcester at 5:35 p.m. with cars for Ayer and Lowell ("Z" was B&M's symbol for Lowell, "L" having been assigned to Lawrence, Mass.). This train's highest priority was to move piggyback traffic to a connection at Ayer with Boston-Chicago hot-shot PB-99, operated jointly by B&M, Delaware & Hudson, and Erie Lackawanna. The Zebra also carried an East Deerfield block (set out at Ayer) and a Lowell block. On its return trip after midnight, it carried cars for B&M customers at Worcester and for interchange with PC.

- Local W-2/W-1, a Monday-through-Friday daylight job whose main task was to switch industries at Clinton, midway between Worcester and Ayer.

At this time, the backbone of B&M's

motive-power fleet consisted of 50 GP9's delivered in 1957, augmented by 6 GP18's in 1961. Painted in the blue, black, and white scheme inaugurated during the regime of B&M President Patrick McGinnis, they were known as "Bluebirds." Secondary road power included GP7's, Alco RS3's, and a handful of F7's. These units had begun life in B&M's classic maroon-and-gold "Minuteman" scheme, but by 1970 some had been repainted in a simplified blue. Yard engines were a mix of EMD and Alco products.

The yard at Worcester was on a grade. Management required crews to make sure all the air hoses were coupled on the cuts of cars they switched, and that the air was cut in from the locomotive, so cars would not get away and run out of the lower end of the yard. Consequently, a lot of time was spent turning angle cocks and setting and releasing hand brakes. Not knowing any better, I thought this was normal. I'd later learn that it was a very inefficient way to switch cars.



On middle trick, we had three tasks: make up the Zebra and get it out of Worcester on time at 5:35; clean up the cars in the yard that had come in from industries and on the local from Clinton; and deliver the Bullet to the PC at South Worcester before midnight. This was important because *per diem*, or car-hire, was paid by whatever railroad had possession of a car at midnight (this was changed to an hourly system in the mid-1970's).

The Bullet once had been a hot train, with an equally hot connection on the New Haven side at Worcester, but it was cooling off by 1970 as B&M and PC rerouted traffic via Rotterdam Junction, N.Y., west of Schenectady. When I started with the B&M, RW-1 would arrive at Worcester each evening with 60 to 80 cars and three or four Bluebirds for power, but over the next couple of years, the Bullet became a smaller train and older power became more common.

During my three years with the B&M, I learned how to communicate with customers, trainmasters, yardmasters, conductors, engineers, train dispatchers, towermen, crew dispatchers, car inspectors, machinists, and track foremen. Learning the language of railroading was a key part of my apprenticeship. On the B&M, a caboose was a "buggy." The "hogger" ran the engine, and a train crew consisted of "conductor," "flagman," and "head-end man." Trainmen and engineers who did not have assigned jobs were on the "spare board." When a crew finished its tour of duty, it "put up." A ground-level signal was a "jack."

I also learned about air tests, blocking and classification, car-service rules, train orders, tonnage ratings, interchange procedures, and how to read the stenciling on the side of a car. I learned about craft distinctions, what work "belonged" to each brotherhood's members, about arbitraries and constructive allowances, time-slipping, and the hours-of-service law. On my days off, I made trips with crews on the Zebra, the



October 19, 1971, marked B&M F7A 4265's last run in the old colors, for 10 minutes after this photo of it leading WR-2 was taken at Sterling, Mass., the F suffered an electrical fire, and it emerged from the shop in 1972 in solid blue.

Bullet, and the local, and got a taste of what life was like out on the road.

In the process, I learned things that would become obsolete as railroading evolved over the next few decades, like the definition of drawbar flagging: "If the slack rolls out on the caboose when you're putting down torpedoes and crushes your fingers, you probably haven't gone out far enough."

But I also learned things that would still resonate three decades later. One day a B&M traffic man told me, "The railroad customer doesn't care how long it takes for a car to get to destination—

he just wants it to take the same amount of time, every time." That's a truism that is still heard today, but one that the railroad industry has had a hard time putting into practice.

By early 1973, I had decided that railroading could be a career, not just a job, and that I wanted to work in the operating department. Like most railroads, B&M typically filled management positions in the operating department from the ranks of trainmen and engineers. If you were a clerk, your aspirations for upward mobility were more likely to be fulfilled by becoming a freight agent or going into sales or marketing.

Hence, I began to send my résumé to every major railroad in, and west of, Chicago. I didn't bother with the Eastern roads, which by this time were in an







Soo's priority Portal-Chicago train 944, which usually used a bypass north of the yard, gets a shove out of Shoreham by GP9 406 on October 14, 1973. On the frugal Soo, those company autos at left lack radios and air-conditioning!

advanced state of financial decay that, for most, would be rectified by the formation of Conrail in 1976 (B&M was, of course, an exception). Not one of the replies I received was encouraging.

Then a sales representative for the Canadian Pacific suggested that I send a résumé to CP's U.S. affiliate, the Soo Line, in Minneapolis. I knew very little about the Soo—it didn't have the name recognition of Union Pacific, Santa Fe, Burlington Northern, Southern Pacific,

When the author joined Soo in 1973, its newest diesel was SD40-2 766, pictured ready to leave Shoreham August 18 on train 16. It would have a short life, being wrecked in 1979 and cut up.

Chicago & North Western, or the Milwaukee Road.

Soon I got a call from Soo Line's director of employment, who asked if I could come to Minneapolis for an interview. If they were interested in me, I would return the favor. I bought an airline ticket to Minneapolis. I was too naive to even ask about expenses, which I later learned the company would pay.

When I got there, I found that a day's worth of interviews had been set up for me with people in the transportation department (the section of the operating department that handled train operations; engineering and mechanical were separate components of the operating department).

Shortly after I returned home, I got another call, asking if I would be interested in coming to work for the Soo as an assistant trainmaster. Again, I was naive—I didn't even ask where the job was. They told me to report to Minneapolis for orientation, which was all I needed to know. I gave the B&M two weeks notice, packed my car, and headed west. On May 15, 1973, I began Chapter 2 of my railroad career.

The orientation was not a formal process. I was assigned to Soo Line's St. Paul yard, and would be the senior (i.e., only) operating officer at that location. St. Paul came under the jurisdiction of Al Durtsche, terminal superintendent at Shoreham Yard over in Minneapolis.

Al was the best boss a new assistant trainmaster could have. Over the next few months, I would come to appreciate his knowledge, his sense of humor, and above all his patience. He had me tag along with the trainmasters at Shoreham for a couple of weeks while I got the lay of the land, became acquainted with the people whom I needed to know, and learned the basic job requirements.

But first, I had to get used to Soo's version of rail lingo. I thought I'd learned the language of railroading on the B&M, but I was wrong—I had learned only the local version. Soo Liners did not call a caboose a buggy, they called it a *hack* or a *crummy*. A ground-level signal was a *dummy*, a *pot*, or a *dwarf*, not a jack.

To couple cars, you made a *joint*, not a *hitch*, as people on the B&M called it. When you uncoupled on the B&M, you *head-pinned* (using the *operating lever*), but on the Soo, you *cut off* (with the *pin lifter*). To signal the engineer on the B&M to stop, you would *swing him up*; on the Soo, you would *swing him down*. If you worked afternoons or nights on the Soo, you worked *second* or *third* trick, not *middle* or *last* trick. At the end of your

tour of duty, you would *put up* on the B&M, but on the Soo, you *tied up*.

Crews reaching the 12-hour limit under the hours of service law *canned* on the B&M, but on the Soo they *died*. A Soo engineer was a *hoghead*, not a *hogger*. The trainman who rode the engine was the *head man*, not the *head-end* man, and the one on the caboose was the *hind man*, not the *flagman*. On the B&M, you were called to work by the *crew dispatcher*, on the Soo by the *caller*, and you might be on the *extra board*, but not the *spare board*.

By the end of two weeks, I knew what the operating plan was for my territory, which extended 7 miles north from Soo's 7th Street Yard in St. Paul to Cardigan Junction, a point 8 miles east of Shoreham where the St. Paul line joined Soo's east-west main line. My responsibilities included service to customers at St. Paul, on the main line between Cardigan and Shoreham, and on the C&NW between St. Paul and Roseport, 13 miles south of St. Paul. Soo Line had gained access to these customers on the former Chicago Great Western as a condition of the 1968 C&NW-Chicago Great Western merger.

St. Paul had a yard job on each shift on weekdays, with extra crews called on weekends as needed. Except for the occasional derailment, these jobs were fairly easy to manage. More unpredictable were the four transfer jobs, manned by road crews, which ran in my territory.

Transfer 1 went to work at Shoreham and brought cars for St. Paul to Cardigan Junction, which had two setout tracks and a running track on one side of the depot and a wye on the other side, as well as a round-the-clock operator (or "telegrapher" as they were often called on the Soo) to deliver train orders. Transfer 1 also served industries between Shoreham and Cardigan and, depending on workload, would run into St. Paul.

Transfer 2 was an interchange run from Rock Island's yard at Inver Grove, south of St. Paul, that ran through my territory en route Shoreham, but didn't make setouts or pickups along the way. This job, called the "Soo Rocket" by crews, had a Soo Line crew and caboose but Rock Island motive power.

Transfers 3 and 4 went to work at St. Paul. Transfer 3 was a day job whose main task was to serve customers at Roseport. Transfer 4 was a night job that often started by "dog-catching" (relieving an expired-hours crew) Transfer 3. It made a round trip to Cardigan and occasionally ran to Shoreham to keep Cardigan from getting plugged with cars.

Between Cardigan and Shoreham, the transfers had to share the double-track main line with four trains in each



One of Soo's two 1962 Alco RS27's, by then kept around the Twin Cities owing to recurring mechanical headaches, heads south from Cardigan Junction on Transfer 1 on October 17, 1973, with engineer Russ Smith at the throttle.

direction between Minneapolis and Stevens Point, Wis. ("Chicago Division" trains, as the local crews called them), as well as one train in each direction between Minneapolis and Superior, Wis., and another over the original Soo to Sault Ste. Marie, Mich. Generally I didn't have to concern myself with these trains unless they had problems setting out or picking up at Cardigan.

My job was to avoid deviations from the plan. When things did go wrong, it was my responsibility to fix them. This meant that my job was essentially round-the-clock. Being single, I did not have to worry about my working hours being

compatible with a spouse's schedule, so I would show up at Cardigan or the St. Paul yard office (or wherever I had a crew working) at any hour of the day or night. Most of the trainmen and engineers in this territory were conscientious in carrying out their assignments. My unscheduled visits weren't designed to check up on them as much as they were a way of learning what went on in my territory.

My learning process that had begun on the B&M accelerated on the Soo. One early challenge was to pass an examination on the Consolidated Code of Operating Rules—I couldn't supervise other people's rules compliance unless I was qualified myself. Once I had passed the rules exam, I started accompanying other operating

officers on "efficiency tests," or unannounced field visits where we would put down torpedoes ahead of a train to see if the engineer would reduce speed when they exploded under the lead engine. This might or might not be followed by a fusee thrown onto the track to see if the train stopped before passing it. It was usually clear to the crews that these tests were simply tests, and they were good-humored about the need for them.

In the 1970's, Soo was a moneymaker, but I quickly learned that management did not part with a dime unless it had to. Every piece of equipment, from locomotives to cabooses to company automobiles, was as Spartan as it could be. There were no dynamic brakes on even the newest locomotives, and no AM or FM radios in company cars.

Much of the rail in my territory was 80- and 85-pound, at a time when 132-pound and heavier rail was becoming the industry standard for mainline applications. The maximum authorized speed on mainline trackage was no higher than 40 mph. Originally conceived as a way of minimizing the cost of derailments, it also conserved fuel, which became an important factor as oil prices escalated in the 1970's.

How many hump yards did the Soo have? None. Management said this kept cars moving, since there were no big yards to put them in. They were right, up to a point. But when traffic surged, as it did from time to time, it would have been nice to have more yard capacity to work with.

Except for a few short segments in terminal areas, the 4,600-mile Soo was single-track, and most of it was operated under timetable and train-order rules. Only the 335 miles between Chippewa Falls, Wis., and Schiller Park (Chicago), plus a 36-mile segment west of Minneapolis, had Centralized Traffic Control. On non-CTC subdivisions, regular freight trains were carried in the timetable as second- and third-class trains. Others ran as extras. (First-class passenger trains were a decade gone.)

Crews often departed their initial terminals with a fistful of train orders setting up meet points with opposing trains. When two 100-car-plus trains had to meet where there was a 90-car siding, the crews would have to be creative, using house tracks and other ancillary trackage to put cars away. Soo Line simply had more traffic than its antiquated physical plant was built to carry.

On the other hand, Soo's financial trajectory was moving up, while B&M's had been on a downward path for decades. Potash, forest products, propane, sulfur, and other resources were



Powered by Alco RS1 351, a weed-sprayer train on Soo's branch to North St. Paul crosses the BN's former St. Paul-Duluth line at Gloster, Minn., on June 26, 1973. The diamond was guarded by a manually moved "smash board."

rolling out of western Canada to customers in the U.S. Not only was Soo the preferred U.S. connection for parent CP, but it also competed effectively for traffic off CN's subsidiary Duluth, Winnipeg & Pacific at Duluth-Superior.

The most visible contrast between B&M and Soo was locomotives. In 1973, B&M's newest units (the six GP18's) were 12 years old, and most of the fleet was 16 or older. By contrast, during 1963-73, Soo acquired 67 second-generation EMD's: 22 GP30's, 10 GP35's, 4 GP40's, 21 SD40's, and most recently, 10 SD40-2's. The six-axle units were becoming the core of the mainline fleet, but they were often paired with older F7's, FP7's, GP7's and GP9's, even on high-priority trains like Portal (N.Dak.)-Chicago No. 944.

The Soo's off-white, red, and black livery was striking and, with the help of the locomotive washer at Shoreham, most units in the road fleet presented a positive image of the company. That scheme was designed by Wallace W. Abbey, a former *TRAINS* editor who later served as director of public relations for the Soo. (For an account of the trial-and-error process that went into selecting the colors, see his 1984 book, *The Little Jewel: Soo Line Railroad and the Locomotives that Make It Go*.)

Soo had also invested in computers to modernize its yard-office and freight-agency operations. The process depended on punch cards and other equipment that would be considered antique today, but at least it gave people in terminals an advance look at the trains headed their way, so they could plan their work.

Moving from the Boston & Maine to the Soo Line made me realize that there



In a classic scene at Cardigan Junction on September 29, 1973, engineer Frank Clapp on eastbound train 6 leans out the cab window of F7A 2224B to snag train orders from the fork held up by operator Duane Schwartztrauber.

was more than one way to run a railroad. It depended on what kind of physical plant prior generations of railroaders had left behind, what kinds of investment choices current-day management was making, and what types of traffic you were expected to move. It also depended on the culture and history of each organization, and the competitive environment faced by each carrier.

I would spend the next five years with the Soo, rotating through assignments at Thief River Falls, Minn., and the operations control center in Minneapolis, and moving to Chicago in 1974. There, I would spend a year in intermodal operations, and several months in the Chicago freight agency, before becoming terminal trainmaster and, in 1976, terminal superintendent. Each new set of responsibilities broadened my knowledge of railroading, as did my future jobs with other railroads, but they all built on what I had learned during my three years with the Boston & Maine. ■



Montreal circa 1952

CP's St. Luc Yard roundhouse

Canadian Pacific in July 1950 opened its sprawling new St. Luc Yard in the "wilds" above the cities of Lachine and Cote St. Luc, Quebec. Built to relieve congestion at CPR's Hochelaga and Outremont Yards in Montreal, St. Luc included this 37-stall roundhouse, completed in 1949, three years or so before this photo. Steam reigns supreme on this cold early morning, although the successor to the throne has a representative on the ready tracks just above the turntable. Within three years, a new diesel shop will open, and later expand, on the vacant land at the left. After the end of steam, the roundhouse was used for diesel-locomotive repair, and a portion later was given over to maintenance-of-way forces. After Glen Yard in Westmount closed, maintenance and running repairs on Agence Metropolitaine de Transport commuter equipment used on CPR routes has been conducted here, despite several stalls being leveled in fall 2000. The fields at top right are now filled with houses, and, as often happens in such cases, the residents complain about the noise from the railroad, which was here first.

- 1 Sand tower
- 2 Coal tower
- 3 Arrival and departure engine tracks
- 4 Steam-heating plant
- 5 37-stall roundhouse
- 6 Turntable
- 7 Back shop for heavy repairs
- 8 Fire station
- 9 Offices
- 10 Site of future diesel shop
- 11 Receiving yard
- 12 To departure yard, leading to Wentworth on the St. Luc Branch/Farnham Connection, and Ballantyne on the Vaudreuil Sub
- 13 Alco-built FA1/FB1 pair of diesels

Photo for CPR by Walter R. Allen. Research: John D. Godfrey, with assistance from Bruce Chapman, Peter Layland, Duncan Dufresne, and Giulio Capuano.

★★★Arkansas ARMY ★★★days

In 1944, New Jersey railroader Bob Collins made the most of being stationed in a region where rail photos are comparatively rare

By Louis A. Marre • Photos by Robert F. Collins, from the author's collection



Bob Collins in 1944.

The late Robert F. Collins (1917-2001) was a lifelong resident of northern New Jersey, and a professional railroader. He began as an operator for the Erie Railroad in 1942, but was drafted in 1943 or '44 while in his mid-20's. After World War II, he returned to the Erie, on which he rose to Assistant Chief Dispatcher, lasting in that position through the 1960 Erie Lackawanna merger and successor Conrail in 1976. He retired in 1981.

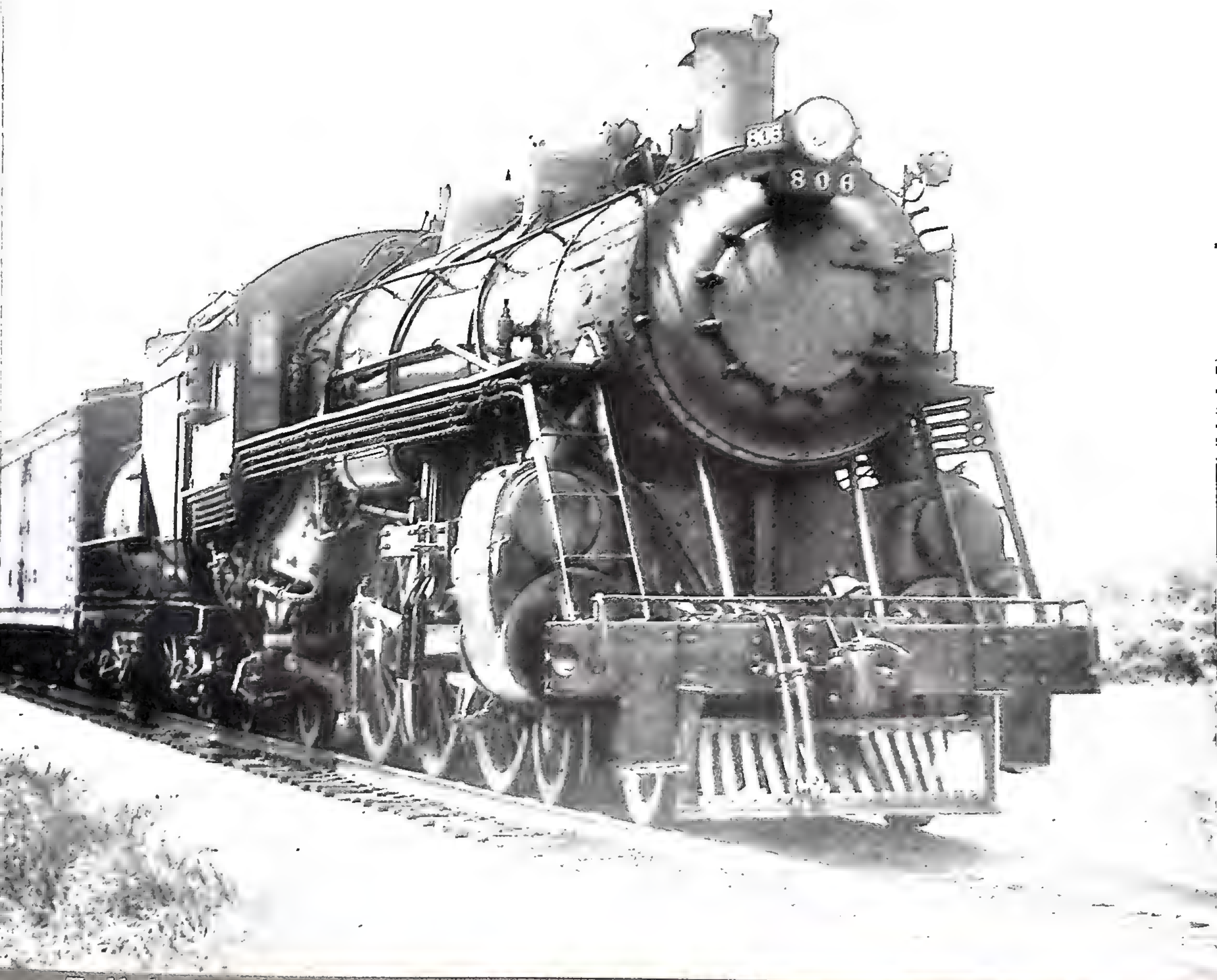
Bob started taking photos in 1936, and by the time he was drafted he was a proficient, self-taught black-and-white technician. He went through at least four cameras between 1936 and '44, each a marked improvement on its predecessor. He also standardized early on the new Verichrome Pan film. Wartime restrictions sometimes forced less desirable alternatives, but when he could get the right film, his cameras were generally equal to any task by the time he departed for the Army, which is when we take up the story.

Collins' Army service was an extension of his interest in railroading. After basic training he was assigned to Camp Jesse Turner, which had been established at the Missouri Pacific crew-change point of Van Buren, in western Arkansas, in 1943. Its mission was to train recruits for a U.S. Army Railroad

Operating Battalion. They rode with regular MoPac crews for training and were not restricted to the Van Buren Subdivision runs, which went to Little Rock eastward and Coffeyville, Kans., westward.

Trainees apparently went wherever the Missouri Pacific/Texas & Pacific lines ran. Collins was based in Van Buren from June to October 1944, and fortunately for us, carried with him a 616 folding camera and an adequate supply of film. How or where it was processed we do not know. He took classic railroad pictures as he had been doing since 1936, in a geographic range that extended as far north as Kansas





The black paint and roster assignment are L&A, but we're on the KCS.

City and as far south as New Orleans. He made an effort to photograph as many railroads as he could—principally the Missouri Pacific and Frisco, but also the KCS/L&A, Katy, Muskogee Group roads, Cotton Belt, and Southern Pacific's Texas & New Orleans. We will see on these pages documentation of some of his outings, which sometimes were several days in duration.

The main point here is that any pictures of railroads in action in summer 1944 are rare . . . and, in this "south central" part of the nation, almost nonexistent. Obviously, Collins did not have the leisure time or the means to invest heavily in photo documentation

of what, as an Erie man, he must have considered exotic territory, but he did enough—all without benefit of an auto, of course—to give us a fascinating glimpse of the region's railroads.

The Kansas City Southern portion of Collins' collection had been sold before this album was assembled (as had the Rock Island portion), but the segment on Louisiana & Arkansas was available. L&A had been a merged affiliate of KCS for six years, and was generally operated separately, but wartime tends to make "general" operations irrelevant. On July 16, 1944 [above], a northbound troop train approaches Sallisaw, Okla., behind what appears

to be a regular KCS Pacific up front. But it is *former* KCS 806, transferred to the L&A when the E3 and E6 diesels for the parent road's *Southern Belle* made two Pacifics surplus. This glossy creature now is painted black instead of KCS's sea green, and is carrying the white flags of an extra. In mid-July, you could probably fry an egg on the railhead, but you could also eat it neatly off this immaculate machine. To employ KCS terms, those nine heavy-weight cars and the express reefer are getting "Flying Crow" treatment rather than "Streamlined Hospitality."

For exact reasons unknown, Bob spent two days—Wednesday and Thurs-



An example of Katy's heaviest ordinary road power nears Coffeyville.



Forty-five cars were no sweat for one of Missouri Pacific's legions of Mikados.



day, August 30-31—at Coffeyville, Kans. To be precise, he hung out at South Coffeyville (Okla.) Tower, where Missouri-Kansas-Texas' Oklahoma City line and Missouri Pacific's Van Buren line crossed at grade. He also rode the Union Electric interurban, whose car 75 he photographed leaving Parsons, Kans. [top right].

The tower was a perfect location: good sun angles, clean right of way, and an operator who could give a professional counterpart a lineup for the day. Thus we have here a sample of what transpired on those two days . . . presented, in the absence of any Collins notes, in date order. On the morning of the 30th, MKT 2-8-2 916 is in the

charge of Second 278 as it approaches the MP diamond [top left]. This modest oil-burning Mikado is Katy's heaviest ordinary road power. The other South Coffeyville player is the mighty MoPac. In its fleet are 2-10-2's, even 4-8-4's, but on the plains of Kansas, a heavy 2-8-2, which MoPac had in profusion, handled anything likely to come along.



Pounding through Coffeyville on a humid August day.



It'll be 83 cents to ride from Parsons to Coffeyville.



With an eye on the birdie . . . more smoke.



Frisco's Firefly: a poor man's version of a streamliner.

Two appear here—first, on the 30th, No. 1526 with 41 cars [top center], apparently northbound through the interlocking in midday. The next day, No. 1470 [lower row, far left] rolls 45 cars through the fields.

Also on the 31st, Katy 2-8-2 885 has 61 cars in tow as the hogger makes a fine display of oil smoke on request

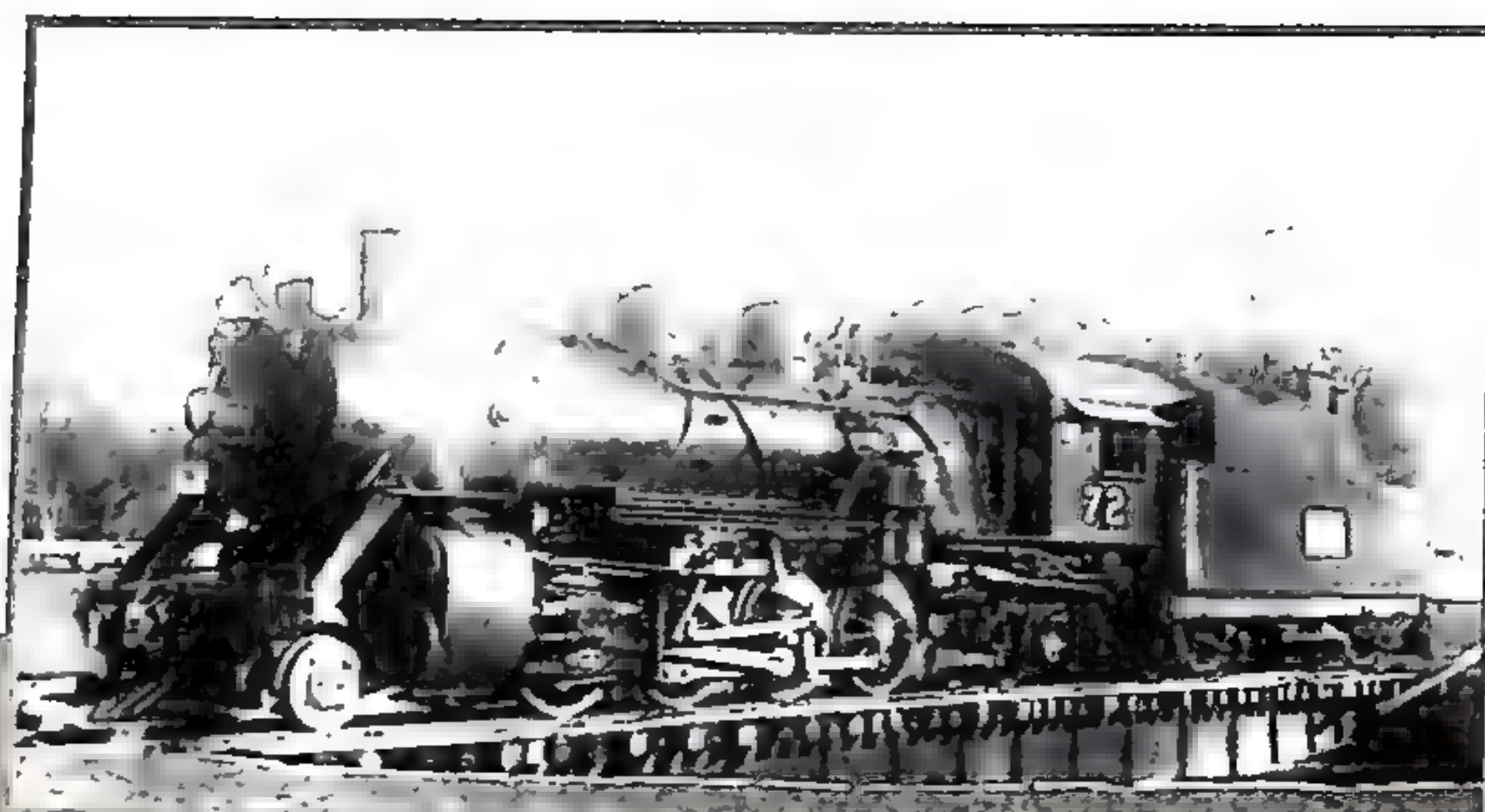
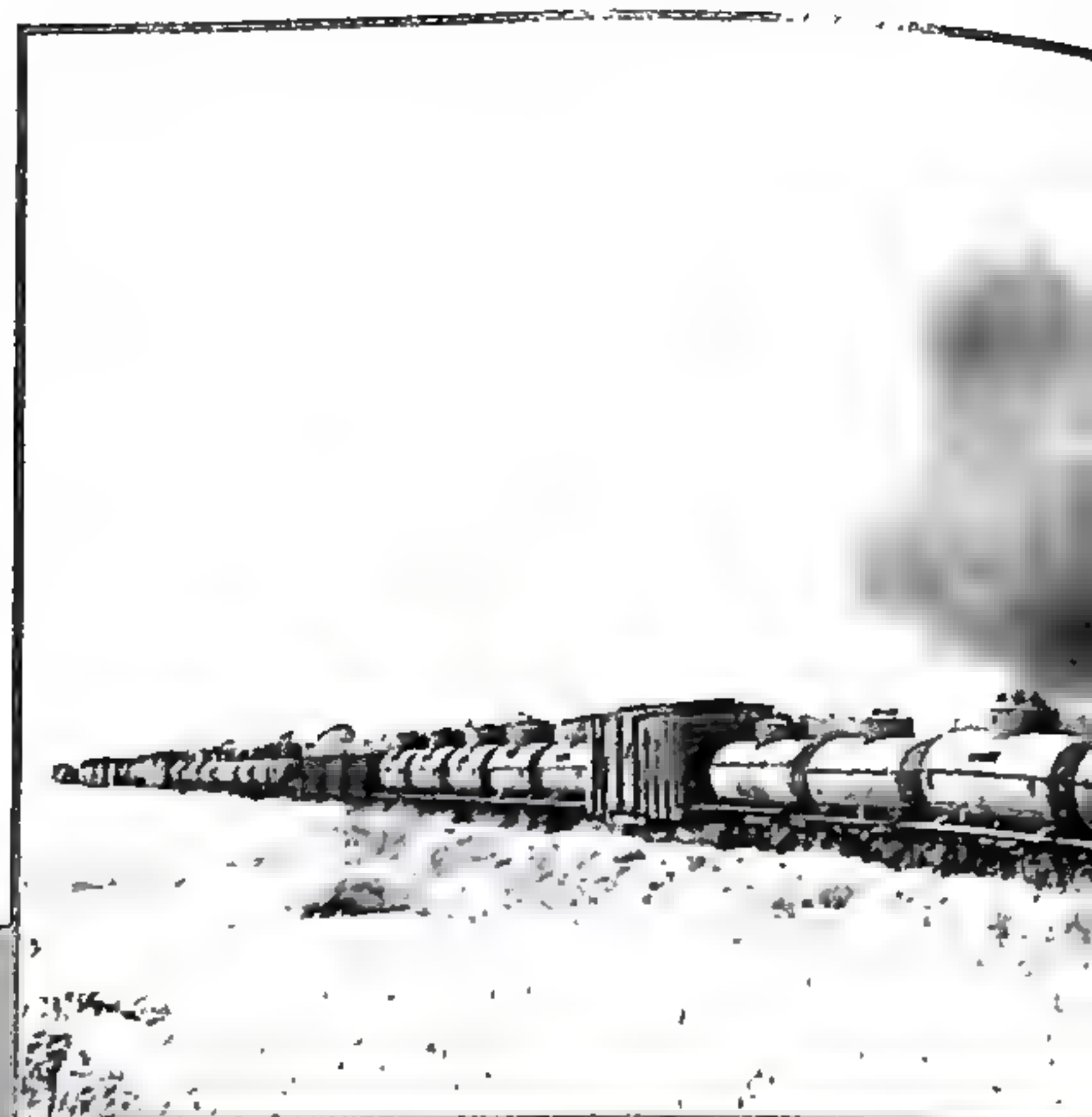
[lower row, center]. The engineer is watching the birdie, and the head-end brakie is cooling off atop the oil tank on the tender instead of broiling in his doghouse, which is obscured from our view by the cab roof.

On the morning of the second day of his Coffeyville visit, Collins also caught—over at Baxter Springs, Kans.

—Frisco's vest-pocket, quasi-streamlined *Firefly* in the road's prewar premium-train paint of medium blue with a white window band, behind a matching shrouded Pacific [above]. Frisco, in receivership, could not join the lightweight streamliner parade, but made out nicely with what it had. This little Kansas City-Tulsa blue streak—air-con-



The first of three northbounds leaves Wagoner; the second waits its turn.



In 1944, a Midland Valley 2-8-2; today, a museum site.

ditioned, with a coach, diner-lounge, and parlor car—must have been startling to an Erie man.

About a month after his Coffeyville visit, on Tuesday, September 26, Collins spent some quality time at Wagoner, Okla., notable for being a Katy-MoPac crossing (and still busy today in UP's directional-operation network) and also on the Kansas, Oklahoma & Gulf, near the point where KO&G made connection with the MoPac, creating a short-cut bridge route south to Denison, Texas. On this Tuesday at Wagoner, 2-8-2 1514 [top left] led off a trilogy of MP trains, blasting out of town with 65 cars, the inevitable block of petroleum traffic first out in back of a single Pennsylvania boxcar. In the background, on the passing track down by a mainline coal-ing tower, a second train prepares to follow. This is a 68-car freight behind sister Mike 1562, which carries green flags, indicating another section following. It's going to be a busy afternoon at Wagoner.

Sometime before, during, or after the MoPac action at Wagoner, the KO&G sent "sport model" Decapod 110 through southbound with a respectable train of 44 cars, bound from KO&G's northern terminus of Baxter Springs, Kans., for Muskogee, Okla. Don't be misled—the "tank car" behind 110's tender [top center] is the 2-10-0's auxiliary water car. The train is probably destined to be enlarged substantially in another 8 miles, at Okay, where the MoPac connection track no



Shiny 4-6-2 leads Frisco 710 out of Van Buren with class.

doubt is stuffed with interchange cars. Surrounded by oil-burning railroads, the KO&G family remained on the coal standard because of on-line producing mines.

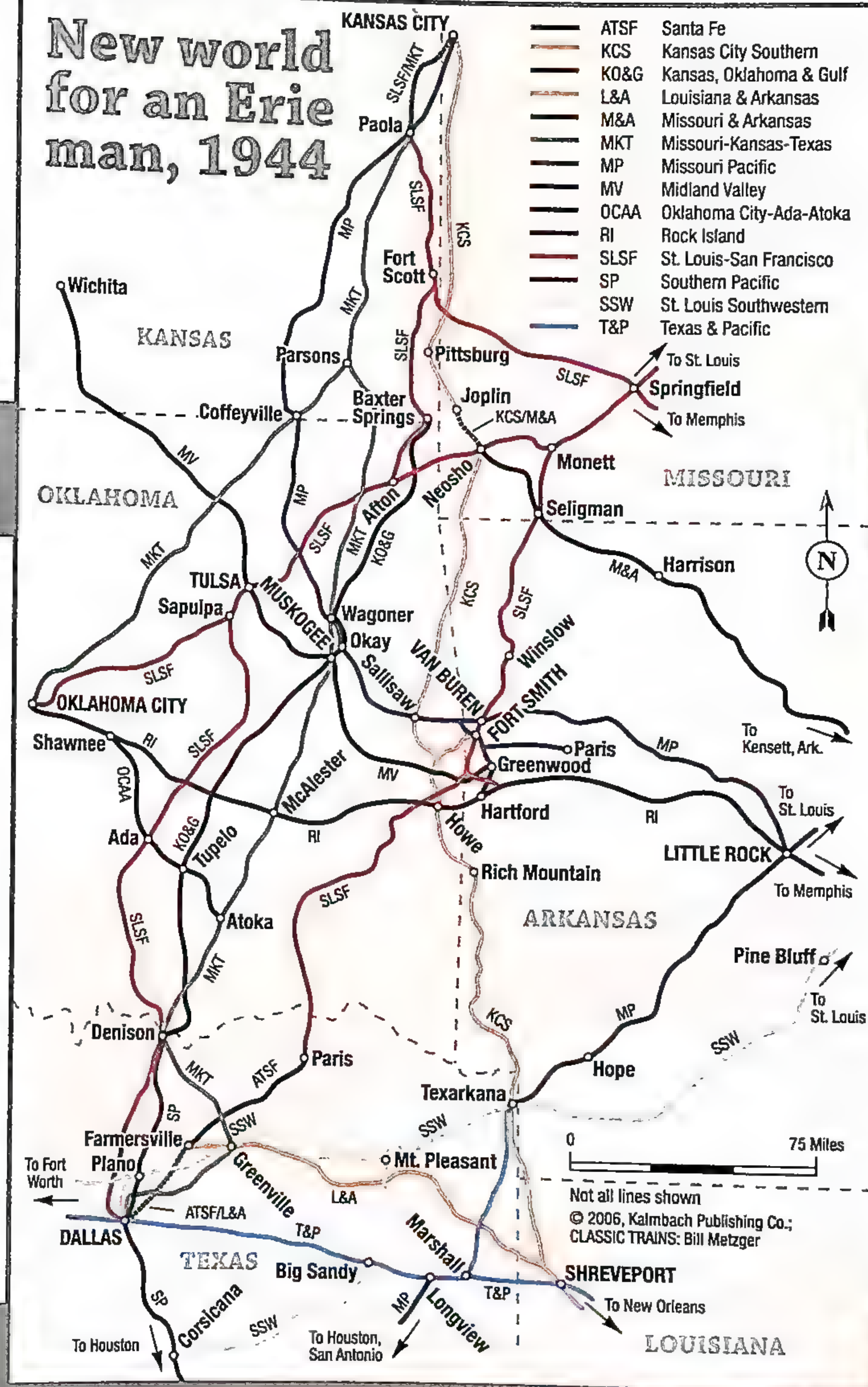
Fort Smith, Ark., just across the Arkansas River from Van Buren, was the eastern terminus of the Midland Valley, one of two sister railroads of the KO&G in "the Muskogee Group," so-called for the parent firm's Oklahoma hometown. MV ran from Fort Smith northwest to Wichita, Kans.,



The first car isn't what it seems.



New world for an Erie man, 1944



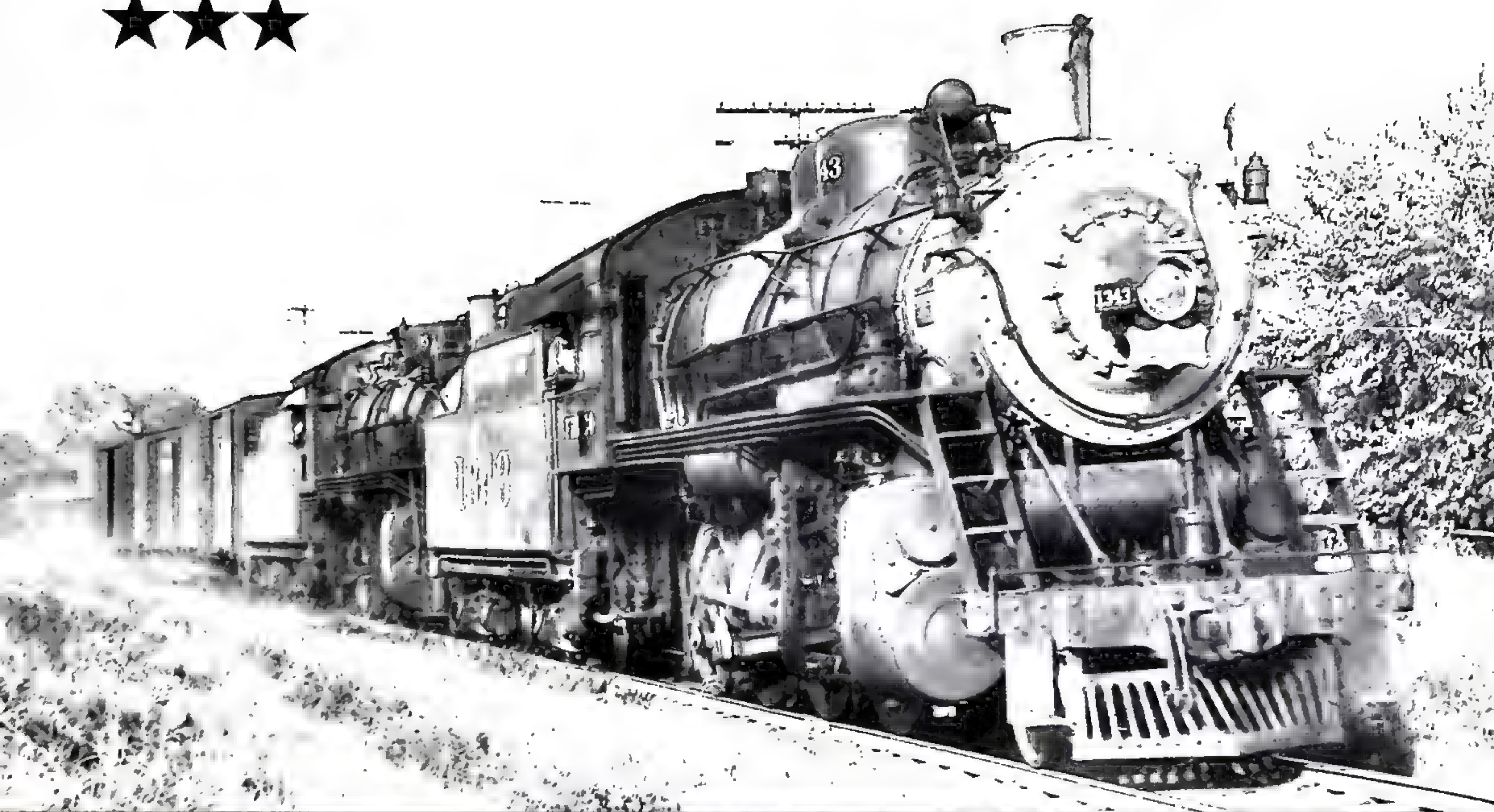
crossing the KO&G in Muskogee; the third partner was the Oklahoma City-Ada-Atoka, which connected those places in east south central Oklahoma, crossing the KO&G at Tupelo. Early in Collins' time at Camp Turner, on the afternoon of June 14, he found one of Midland Valley's elegant little Mikados poised for a ride on Fort Smith's "arm-strong" turntable [far left, center]. The emblem on the tender is simply a rectangle with the names of all three Muskogee railroads spelled out; sup-

posedly the name at the top denoted the locomotive's owner, but that wasn't always the case. Today this site is occupied by the Fort Smith Trolley Museum, which has Frisco USRA Mikado 4003 on display at just about this spot.

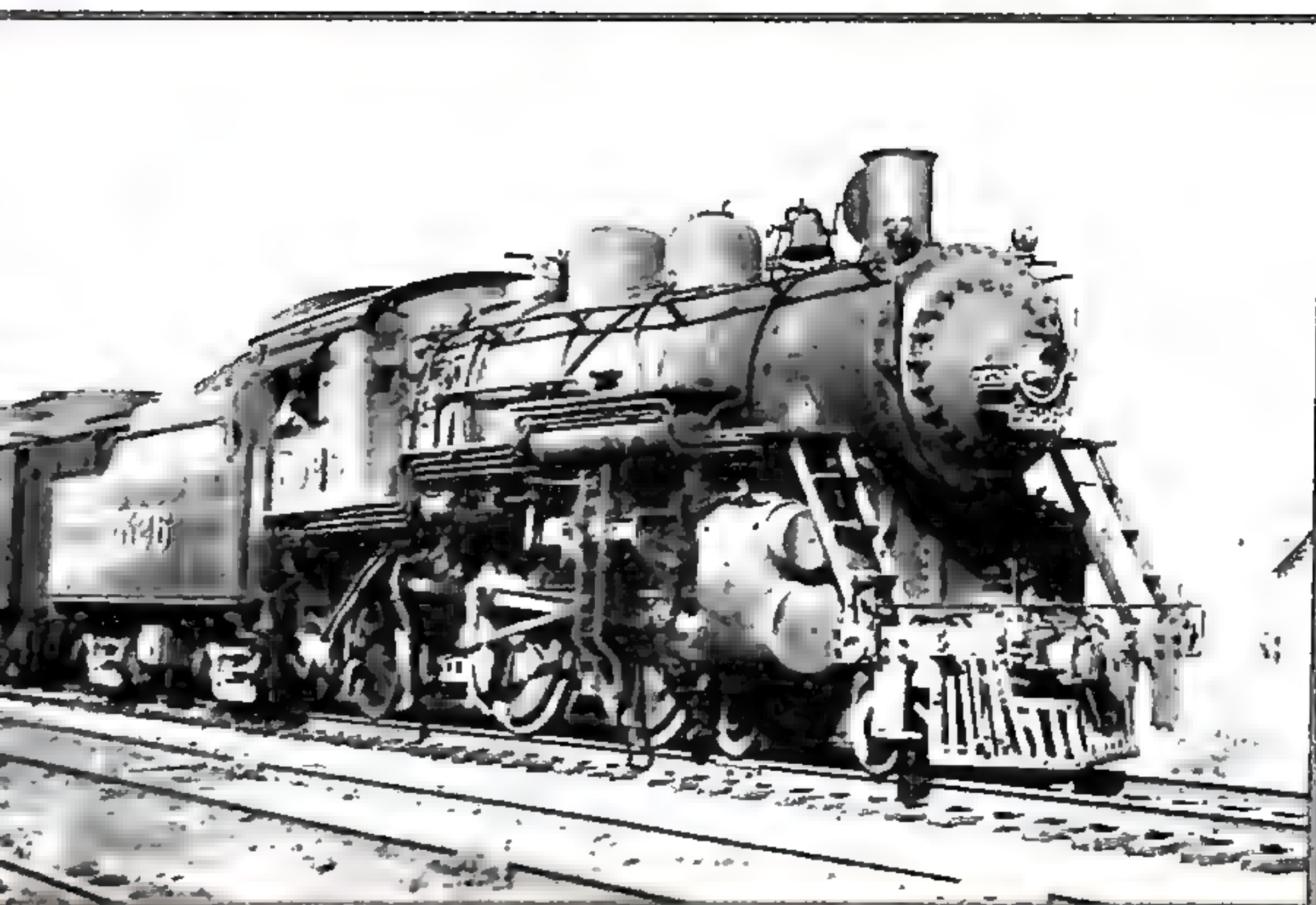
Bob Collins was not a provincial railfan. In his eight or nine years of increasingly proficient photography before he got to Arkansas, he'd seen not only all the big carriers of the Northeast but also had made one

extensive Western tour which had shown him the likes of Great Northern and Northern Pacific. Nonetheless, his experiencing in 1944 the Frisco in its prime made a visible impression, reflected in the quality and extent of his efforts to document that splendid property.

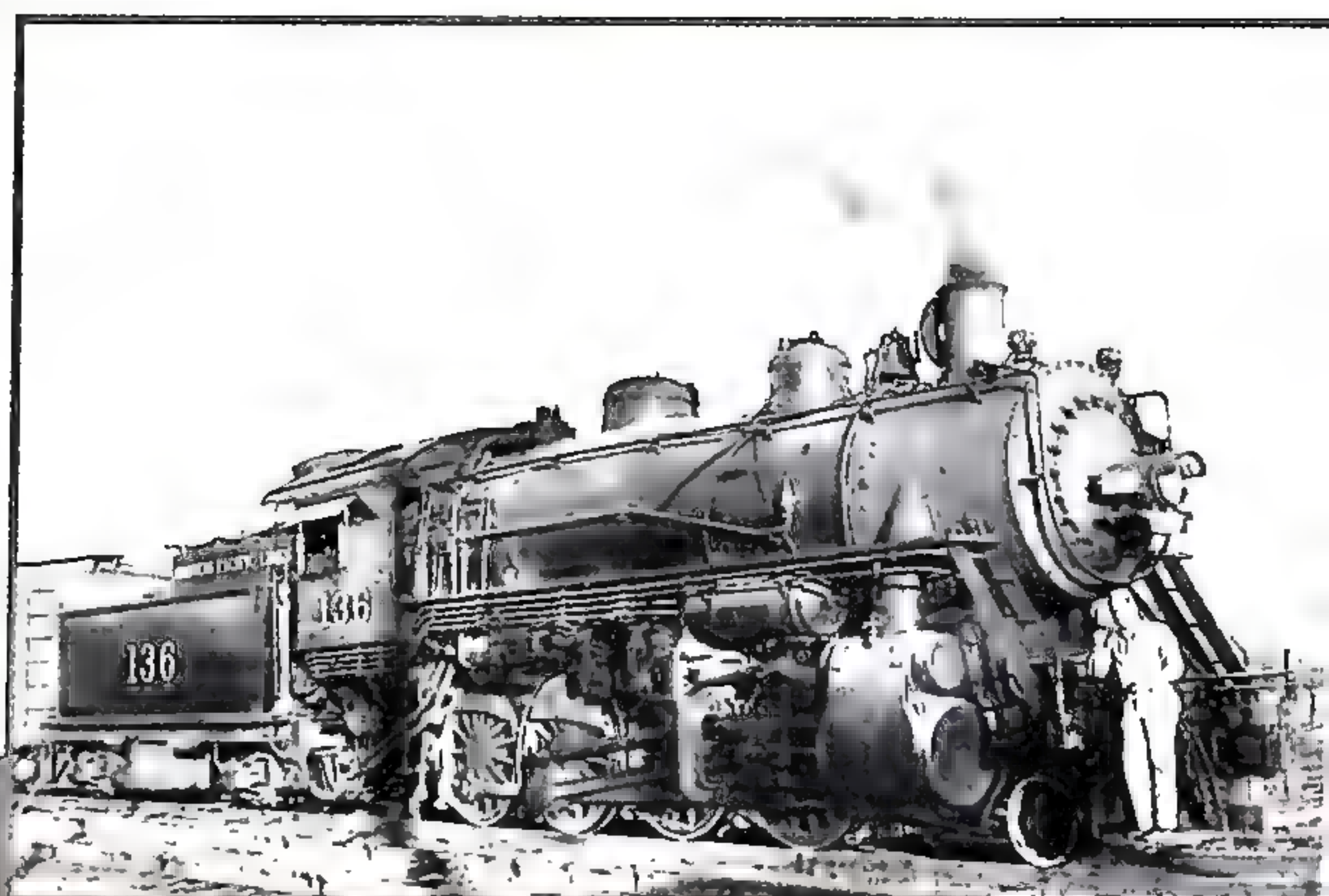
Being based at Van Buren, Bob spent more time on the Frisco and MoPac in that vicinity than on other roads. The principal first-class train on Frisco's Central Division was a connec-



On the heels of the passenger train, doubleheaded 2-8-0's—heaviest power allowed here—head for Fort Smith.



In deepest Arkansas, an Atlantic type on a mixed.



Author poses on a MoPac Consolidation.

tion to and from the St. Louis-Oklahoma City *Meteor* at Monett, Mo., which ran through Fort Smith en route to or from Paris, Texas (and a Santa Fe connection), a holdover from when this was the main line, before the line from the Tulsa area to the Dallas area was constructed.

Noting the train's early morning arrival in Fort Smith and late afternoon departure for Monett, Bob must have decided his best shot would be in

Van Buren, where open country was within an easy walk of the station. Thus his photo [previous pages, lower center] in the late-afternoon light of August 16 of passenger train 710, marching northward behind regularly assigned heavy Pacific 1053. A lighter 4-6-2 was used on the reduced Fort Smith-Paris turn during the day while the 1053 was groomed to take the bigger train north through the Ozarks. Remember the war and a labor short-

age as you soak in the condition of this oil-burner: red coonskin herald, gold striping on the tender, polished rods, graphited smokebox, and a boiler jacket that is nothing but highlights and reflected light.

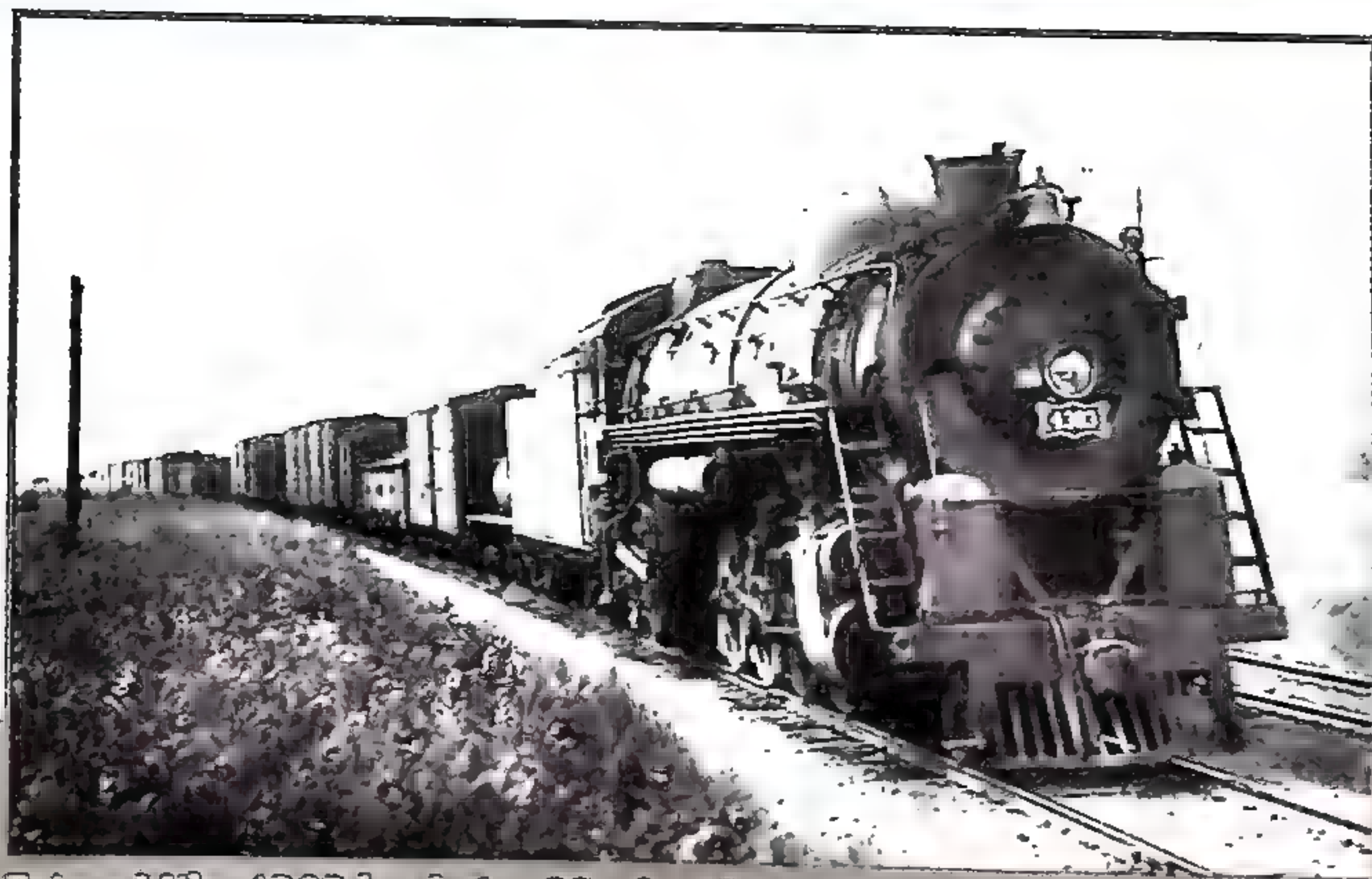
The minute 710 cleared northward, a doubleheaded southward extra appeared on its final lap to Fort Smith [top]. Oil-burning 2-8-0's were the heaviest freight power allowed on the Central Division because of Trestles



On Frisco's Second 33, a "true vision"—dressed-up 4-8-4 4500 with "Meteor" on her tender.

One and Two, not to mention the tunnel (a rarity on the Frisco) up at Winslow, Ark. Late wartime strengthening would allow at least USRA 2-8-2's to operate here, but for now, it takes two Consolidations to handle the business. Frisco's oil-burning freight power was inferior to passenger engines only in the absence of gold striping, evident in the exemplary order of 1343 and 1335 as they raise the dust and scare the chickens of Van Buren.

Midway through his Arkansas Army tour, Lt. Collins had the foresight to have, presumably, a buddy take his picture [lead page]; the backdrop is MoPac 2-8-0 136 at Van Buren on August 15 [left]. The other Van Buren vignette here [far left] shows a throwback to the days of MP component St. Louis, Iron Mountain & Southern, "the Iron Mountain." On September 20, one of the few Atlantics in original condition appeared with a heavyweight coach that will be the passenger accommodation on the Fort Smith-Paris (Ark.) mixed train. Traffic to the Fort Smith, Subia-co & Rock Island connection at Paris apparently was light enough to warrant use of this light-tractive-effort machine, probably better employed flying across the Mississippi Delta with a short Memphis-Little Rock passenger



Frisco Mike 4303 leads 1st 32, this day running in three sections.

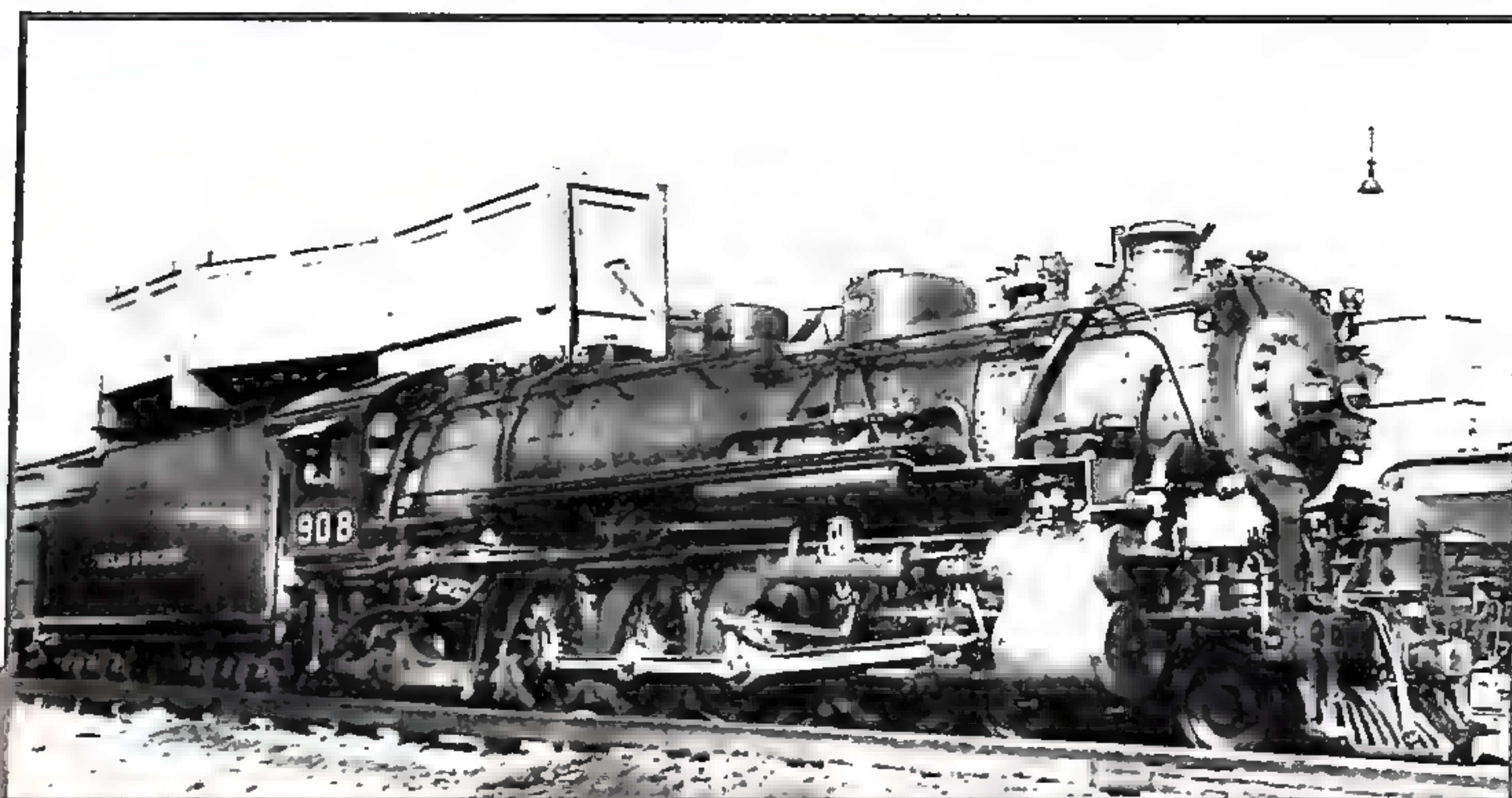
train than here. Missouri Pacific modernized some of these 4-4-2's with Delta trailing trucks, boosters, and disc drivers, but not this one.

On September 3, the partly cloudy Sunday of Labor Day weekend, Collins spent a couple of mid-day hours up on the Frisco main line just west of the railroad's hub of Springfield, Mo. The sun and clouds seemed to play hide-and-seek with the

trains, but Collins was technically proficient enough to work in temporary shade as well as high sun angles. He also provided us some precious train data. His initial encounter was with First 32, with 53 cars behind home-built 4-8-2 4303 [above], a coal-burner as were most Frisco mainline freight engines during the war. Second 32 looked much the same, with 38 cars behind 4417, one of the second series of the road's Springfield-built 4-8-2's



Looking both streamlined and archaic at the same time, M&A's daily train departs Neosho, Mo.



At Dallas Union Station, Collins' conveyance out of the area?

based on 2-10-2 boilers. Like the 4303, she was carrying green; Third 32 had the 4414 with 61 cars.

With three eastbounds by, it was time for some westbounds. First was a short, 35-car train, probably First 33, in the charge of 4204, one of the 1930 Baldwin 2-8-2's that were the largest of that wheel arrangement by a commercial builder . . . sort of an honorary Berkshire in size and weight. Behind that was a true vision: blue "Meteor" oil-burning 4-8-4 4500 running as Second 33 with 76 cars of oil strung out behind her blue-and-white tender [previous pages, top right]. These are probably empties returning to the Oklahoma oil fields for another load, and they are in for a fast ride if those 74-inch

drivers can be unleashed.

A week later, on September 10, Bob was back in the neighborhood, but in Neosho, the town 25 miles west of Monett where the main lines of the Frisco and Kansas City Southern crossed. Neosho was also the northern terminus of the track of a decidedly smaller operator, the woebegone, 368-mile Missouri & Arkansas. Its ACF railcar, which managed to look streamlined and archaic at the same time, ran between Neosho and Kensett, Ark., 286 tortuous miles to the south on MP's St. Louis-Little Rock main line. Bob photographed the little machine [top] departing Neosho at 8:55 a.m. for Aroma, Mo., Zack, Ark., and Mount Pisgah, Ark., and four dozen other intermedi-





The Lone Star nears the end of its 481-mile run from Memphis to Dallas.



With cars off parent SP, Cotton Belt 802 leaves Corsicana.

ate burgers. Twelve hours later, any survivors could be on the MP platform at Kensett awaiting a more substantial conveyance out to civilization.

On the next Sunday, Collins was down in north Texas to see, among other roads, the St. Louis Southwestern, "the Cotton Belt." At Plano, he encountered train No. 1, the overnight *Lone Star* from Memphis, with eight cars behind the 676, an ex-Florida East Coast 4-8-2 [above]. Presumably the train was on time, at 11:25 a.m., on its 481-mile, 14-plus-hour run to "Big D." A month later he was back in Texas, on October 15 capturing handsome but dirty Baldwin 4-8-4 802 leaving Corsicana—where SSW interchanged with parent Southern Pacific—hauling a 27-car train 126 [left]. Later on the same day up at Dallas, Bob photographed one of his few Texas & Pacific subjects, 1928 Baldwin 4-8-2 908 on an east-bound passenger train at Union Station [far left]. This may well have been Collins' ride out of the region, for none of his 1944 photos in the area is dated later than these last two.

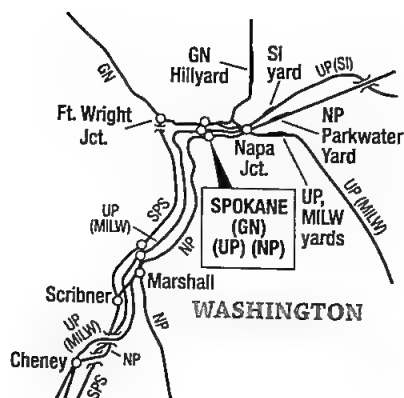
The remainder of Collins' military career is not documented. He spent late 1944 and early 1945 supervising port operations in Holland. By 1947 he was back in the U.S., and he immediately resumed rail photography. He soon revisited his former Army territory, for we have photo documentation from 1947 and '49. After what we see here, who would not have done the same? **II**



Union Pacific's nameless train 19, affectionately the "City of Hinkle" and operating as a mixed, crosses a high trestle (above) soon after its 10:45 a.m. departure from Union Station, at one time used by the Milwaukee, UP, and Spokane International. Ahead is a 4½-hour, 245-mile trek to Hinkle, Ore.

My first action shot of the day was of this Spokane, Portland & Seattle freight (right)—the first photo I'd made of the road—coming through the Great Northern station area on Havermale Island, en route westward from GN's Hillyard to SP&S trackage for Wishram and Vancouver, Wash. SP&S was mostly an Alco-powered railroad, but two of its six GP9's, 151 and 150 (among four built with steam generators), are tucked in behind C425 314 and C424 303.





One day at . . . Spokane, Wash.

By J. David Ingles • Photos by the author

Spokane, Wash., was but a way stop on a two-week vacation west from my home in Springfield, Ill., a late spring 1968 trip whose second half was keyed to seeking out some railroad items new to me.

The odyssey began with rides on two familiar trains, GM&O's *Midnight Special* to Chicago and Burlington's *Morning Zephyr* to St. Paul, where I joined a couple of dozen friends in an annual gathering, over Memorial Day weekend, of photographers who traded color slides of diesel locomotives and trains. Afterward, several of us rode Northern Pacific's *North Coast Limited* to Billings, Mont., to see and photograph Milwaukee Road's electric operations. Alas, despite spending four days in "Big Sky country," we saw precious little sunshine, presaging what would continue to be bad luck for me in tracking down

MILW's electrics on a couple of subsequent visits.

I then split from my friends to continue west on my own. At 5 p.m. on Thursday, June 6, at Butte, I reboarded the *North Coast* for the 7-hour, 378-mile ride to Spokane, where I secured a hotel room and a rental car. My primary target was the Spokane, Portland & Seattle, a "new railroad" for me. Although it was another gray day, I was successful in photographing SP&S action, and for the day I ranged from NP's Parkwater Yard and Union Pacific's adjacent Spokane Yard, both east of downtown, southwest as far as Scribner and Cheney, about 15 miles out.

This visit of June 7, 1968, my only time "on the ground" in Spokane, was timely on two counts. The Burlington Northern merger, which would wipe out NP, SP&S, and Great Northern, was less





At Scribner, an eastbound SP&S freight, behind C425 323 and C424 306 (above), heads for Hillyard after setting out its NP interchange on a siding, which was soon picked up by a transfer run from Spokane behind FA's 863 and 858. The transfer also set out cars, then headed back for the city (left, at Scribner and bottom, at Marshall).

than two years away. More specific to Spokane, the downtown railroad configuration was in its final years, for things would soon change in preparation for the city's Expo 74 World's Fair.

My first "score" was a chance encounter with a westbound SP&S freight out of GN's Hillyard facility, going through downtown on the GN route across Havermale Island, site of the GN passenger station and the future site of Expo 74. Taking advantage of the merger, the new BN in 1971-72 concentrated traffic (including Union Pacific's) onto one route, the 1915 NP elevation through downtown, and built the stylish new Latah Creek viaduct at the western exit from the area [see March 1984 *TRAINS*].

My next photo was of a targeted subject—UP's only Spokane passenger service, daily train 19 to Hinkle, Ore., which left at 10:45 a.m. This train, officially nameless but tagged the "City of Hinkle" by many, made nominal con-





The engineer of a mainline Northern Pacific freight, bound from Pasco to Spokane and points east, snags a message or orders at Marshall tower (above). His power is two SD45's and a U25C. Down at Cheney (right), NP GP9's 307 and 366, at least one with the railroad's hallmark swinging bell atop the short hood, were parked by the depot.

nections at Hinkle to the eastbound *City of Portland* and the westbound *Portland Rose*. Trains 19-20 were advertised to carry "reclining seat coaches," but in reality were operated as mixeds with only one coach. When I photographed it crossing a big trestle just west of downtown, it had back-to-back E units, a baggage car, a coach, 10 freight cars, and a caboose. Union Pacific's *Official Guide* timetable for the train had a note saying certain tickets would be honored by Greyhound Bus, so you can tell where the railroad's sentiments were on the subject.

Next, it was out to the Marshall/Scribner area southwest of the city, where SP&S, NP, and UP all shared a valley. At Scribner I encountered a pair of SP&S FA's on a transfer from NP's yard in Spokane, which at Scribner exchanged cars with mainline SP&S freights to and from GN's yard. The Alco cab duo, each in a different livery,



arrived and later departed, and eastbound SP&S and NP road freights came through. Up the road, a highway overpass above the Marshall interlocking tower provided a good vantage point.

As was the case in many inland cities, Spokane's premier long-distance passenger trains called during the night. So, since passenger-train photo

opportunities were few and I already had three SP&S trains in the bag, one with FA's, after a quick side trip to Cheney, where I found a pair of NP Geeps, I went back in the early afternoon to downtown Spokane. My objective was GN train 27, the westbound *Western Star*, the only one of GN's four daily departures scheduled for daytime,



Great Northern 27, the *Western Star*, the only streamliner to call at Spokane in daylight, crosses a bridge near downtown (above) on its transcontinental trek from Chicago to Seattle. In charge are two of GN's six SDP40's, 325 and 320, a rare model. Among the units I found at UP's engine facility was the road's first GP7 (of 30), No. 100 (left), built in 1953, which unlike UP's GP9's was set up as long-hood-forward. Milwaukee SW9 625 (bottom), along with GP9's 298 and 291 the only engines at its East Spokane Yard, sports the railroad's unusual-looking spark arrestors on the exhaust stacks.



at 3 p.m. A pair of SDP40's, in two color schemes, was in charge.

After the *Western Star* left, I just hung around the nearby NP and UP/Milwaukee yards, to keep my car mileage down (a consideration in those days before unlimited mileage became the norm for rental cars). I shot a few diesel portraits, plus two freight trains departing with F's in the lead (one each UP and NP), before the gloomy afternoon became too dark for Kodachrome. Aside from two of SP&S's passenger F units, the most notable "prize" for me was UP's first Geep, GP7 100.

That evening, having turned in the car, I boarded NP train 1, the *Main-streeter*, for the 400-mile overnight ride



to Seattle, accomplished in Slumbercoach *Loch Long*. We left the NP station at 9:42 p.m., and I stepped off at Seattle's King Street Station at 7:45 a.m. Further highlights of my vacation's second week would include riding the observation car of Great Northern's *International* to Vancouver, B.C., and back; photographing the last FT diesels holding down a regular run in the U.S., on Northern Pacific's Auburn-Sumas (Wash.) line; taking my first Southern Pacific ride, on the overnight *Cascade* to Oakland, Calif.; and photographing SP's commute rush-hour parade of FM Train Masters out of San Francisco. I spent the night of June 11 at the Thunderbird Inn on Jack London Square in Oakland

[February 2006 TRAINS], and then next morning, I boarded Western Pacific's *California Zephyr* for home.

This would be the only time I would ride that fabled train west of Denver, but I did not ride it straight through to Chicago. Rather, I stopped over in the Mile High City for a day to visit my parents, then newly relocated there, before concluding my trip with an overnight ride to Chicago on the Q's *Denver Zephyr* and finally, back to Springfield on GM&O's *Limited*.

If not for the gray weather, Spokane would be among my top three memories of this trip, but nevertheless, my stop there would be one of only two times I'd shoot SP&S's Alco FA's in action. ■

As the afternoon turned rainy, even staying in the city I managed to shoot two freights leaving east-side yards, a UP train (top) with F9Au 535 leading five GP9's, and an NP train with a pair of F9A's (above). The lead UP unit was among 41 F3A's the road had EMD upgrade in 1958. This one, formerly UP 1550, was among 19 sold in 1972 to the Rock Island, which renumbered them 4150-4168; 535 became 4165 and lasted until 1976.

1933: Century of Progress, fourth year of hard

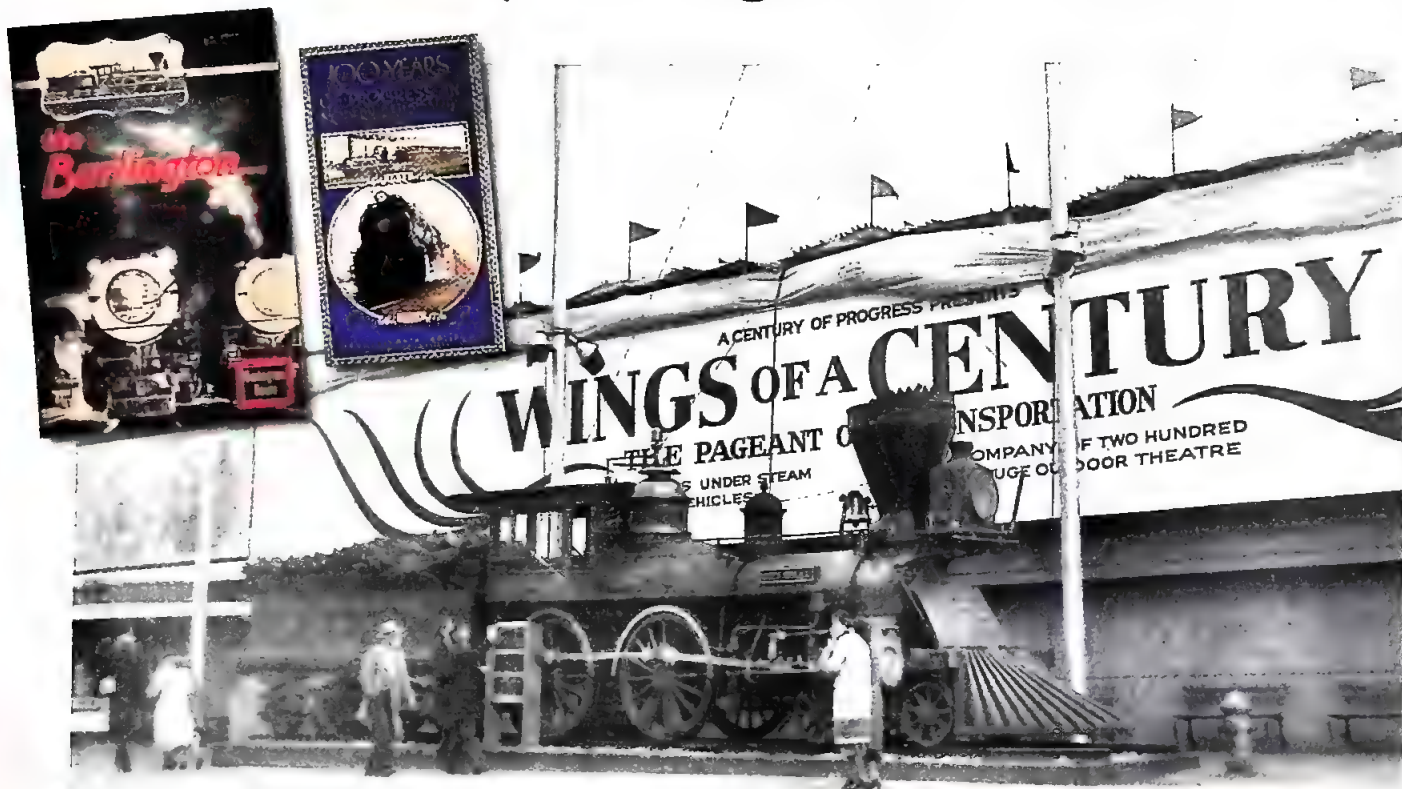


Photo and brochures, CLASSIC TRAINS collection

CHICAGO'S BIRTHDAY BASH: To mark the 100th anniversary of its founding, Chicago invites the world to its lakefront for the Century of Progress Exposition. The railroads, which contributed so greatly to the city's growth, have a major presence. CB&Q and PRR are among the roads issuing special brochures and booklets. Civil War-era 4-4-0 *General* is displayed near the grandstand for the Wings of a Century transportation pageant, starring everything from early teakettles to Super-Power. Britain's London, Midland & Scottish Railway sends its new train, *The Royal Scot*.

HARD TIMES: After plunging to less than half their 1929 levels, freight carloadings rebound a bit in 1932, and more significantly in '33. Still, traffic is only about 53 percent of its pre-Depression levels. Passenger business is also way down. Railroads respond by cutting maintenance and capital expenses, and by air-conditioning limiteds.

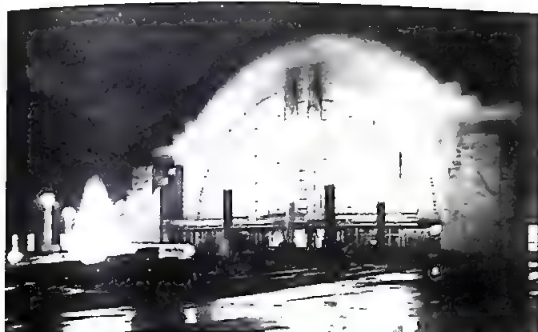


Bert Pennypacker collection

STEPPING STONES TO STREAMLINING: The Edward G. Budd Manufacturing Co., a Philadelphia auto-parts maker, builds two motor-trailer pairs of passenger railcars, one for the Pennsy, the other for Texas & Pacific (a single car went to the Reading in 1932). The groundbreaking cars feature lightweight stainless-steel construction, diesel- or gas-electric power plants, and ride on Michelin tires as well as flanged wheels. Unsuccessful in their own right (the T&P train, seen here mobbed at Dallas Union Station, never entered revenue service), the Budd-Michelin cars were precursors of the revolutionary Budd-built Burlington *Zephyr* of the following year.

BANKRUPTCIES: The continuing economic crisis forces more railroads into bankruptcy, including Akron, Canton & Youngstown, Chicago & Eastern Illinois, Frisco, Missouri Pacific, Monon, Roark Island and Spokane International. The newcomers join Ann Arbor, Central of Georgia, Florida East Coast, Minneapolis & St. Louis, Seaboard, Wabash and others in the hands of receivers. More will follow.

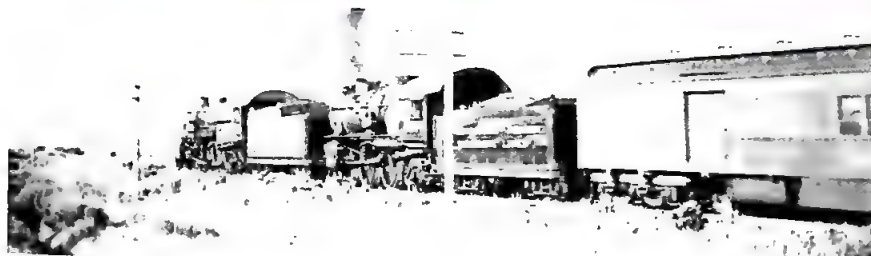
times, last good year for steam



Cincinnati Chamber of Commerce

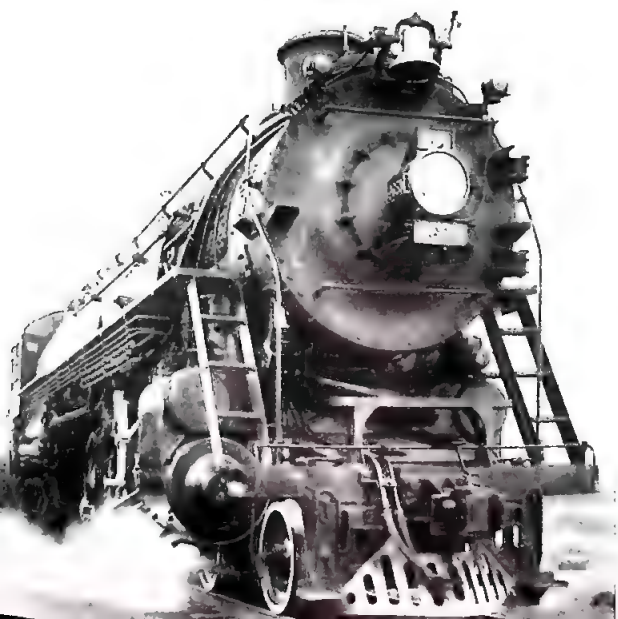
PASSENGER PALACE: Cincinnati Union Terminal, a dazzling example of Art Deco architecture, opens March 19, replacing five stations. . . . Other projects well along or complete at year's end include D&RGW's Dotsero Cutoff (85 percent done); NYC's "High Line" in Manhattan; TH&B's station in Hamilton, Ontario; PRR's New York-Philadelphia electrification; and tunnel work on C&O's main line.

UNCLE SAM—FRIEND OR FOE? The new Roosevelt Administration and Congress launch a barrage of programs to fight the Depression. The Reconstruction Finance Corporation helps railroads meet interest and tax payments. The Public Works Administration loans funds for equipment purchases and maintenance work. The Emergency Railroad Transportation Act places controls on wages and rates, making the railroads wary of government interference.



Granville Thomas

BURYING THE HATCHET: Fierce competitors a generation earlier, PRR's West Jersey & Seashore and RDG's Atlantic City Railroad are combined on June 25 to form the Pennsylvania-Reading Seashore Lines. Above, a Reading 4-6-2 and ex-Pennsy 4-4-2 roll a PRSL train into Ocean City, N.J.



KING STEAM: Except for a handful of mostly short electrified districts, steam reigns unchallenged on the nation's main lines. But 1933 is the last year that this is so, because '34 will bring diesel-electric streamliners, setting in motion a revolution that will topple steam. This last good year isn't much to brag about, though, for only 10 steamers are ordered for Class 1 use: Northern Pacific A-2 4-8-4's 2650-2659, from Baldwin. With the Depression decimating traffic levels, railroads have rows and rows of surplus locomotives, and little need for new power. Freight- and passenger-car orders are likewise down to nearly nil.

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The Way It Was

'Foreigners' at Bensenville . . . and beyond

The Milwaukee Road made a habit of 'borrowing' power from the Erie Lackawanna and other roads





Mike Schafer

When I started with the Milwaukee Road in 1971, in road service, the railroad was desperately short of motive power. To help alleviate the situation, the Milwaukee was leasing some decrepit Penn Central Alcos. Occasionally SD9's from the Missabe Road, or U.S. Steel sister Elgin, Joliet & Eastern, would show up. In fact, my first return trip over the road from Savanna to Bensenville, Ill., the Milwaukee's main Chicago yard, was with two Missabe and one EJ&E SD9's on "D&I 2nd 62," better known as the "second meat train." ("D&I," standing for Dubuque & Illinois, was the old division name.) Eddie Johnson was our engineer. The arrival of new SD40-2's beginning in 1972 negated the necessity of further short-term leases, but that didn't necessarily mean there was enough power to go around.

In those early 1970's years, the Milwaukee participated with Union Pacific in a run-through power arrangement. UP SD40-2's and U30C's were common sights at the Bensenville Diesel House, on the north side of Green Street at the southwest corner of the big yard. This "foreign power" was usually restricted to trains D&I 61 and D&I 64, the UP run-throughs via Omaha, but keen observers would note from time to time one of the "C&M" (Chicago & Milwaukee Division) trains, headed for Milwaukee, would be pulled by the UP power laying over at Bensenville between runs.

With 64's early-morning arrival at Bensenville and 61's early-morning departure from same, the captive UP locomotives could be put to use productively by the Milwaukee instead of spending most of 24 hours sitting under airplanes approaching O'Hare Airport. This practice of "borrowing" was put to rest once the UP found out about it, though, and so did the run-through agreement, if memory serves me right.

Norfolk & Western ran a transfer into and out of Bensenville using any combination of power on any given day; ex-Nickel Plate and ex-Wabash Geeps were prevalent, and remembered for their

West of Huntington, Ind., on the Erie Lackawanna in March 1976, an EL U25B and GP35 back down to an eastbound freight brought in from Chicago by Milwaukee Road F units.

distinctive Mars lights and four digit numbers. Although the Milwaukee, to my recall, never "borrowed" any N&W power for road trains, it would use the power while on layover on various transfers to the Indiana Harbor Belt at nearby Norpaul, to Galewood Yard, or even into the city, down the Bloomington Line to and from Division Street Yard on Chicago's Goose Island.

But to me the most interesting power to regularly visit Bensenville in those days was the Erie Lackawanna's. The "Erie Puller" could be powered by any of the following: GP35's, U33C's, C424's, SD45's, SDP45's, SD45-2's, and even four-unit consists of E8A's, regeared for freight service. Like the N&W job, the Erie transfer came early in the day and left late in the day, affording those in the Milwaukee's Control Center (Power Desk), on the 8th floor of Chicago Union Station, some "opportunities."

I remember bucking snowdrifts out on the flats between Hampshire and Genoa, Ill., with four EL GP35's on some forgotten eastbound out of Savanna. On another trip, we had three EL Alco C424's and a GP35, and I remember the engineer taking his time as we "pumped air" at Savanna as he tried to figure out where everything was located on those strange locomotives.

The most memorable trip I had aboard EL locomotives occurred on March 27, 1975. I was called at Savanna for train 198, an extra east under the Milwaukee's recently revised freight-train manual, on duty at 11:45 a.m., with George Lancaster as conductor, 60 cars, and four EL E8A's as power. Extra EL 817 East departed Savanna just after 12:30 p.m. and easily made the climb up Savanna Hill's 1 percent grade out of the Mississippi River valley.

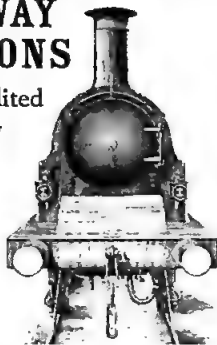
As was common practice in those days, our crew was issued a "work message" with its orders to "fill at Davis Junction." This advance message allowed for the rear brakeman to ride up front so both brakemen were in position to do the work upon arrival there. Davis Junction was the crossing of the D&I with the line between Rochelle (Flag Center) and Rockford, Ill., owned by the Burlington but used on trackage rights by the Milwaukee.

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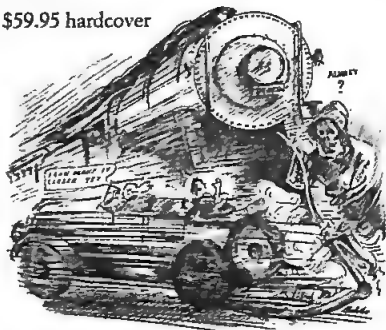
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The Way It Was

I remember thinking to myself how smoothly those E8's rode over the Milwaukee's less-than-perfect, 131-lb.-jointed-rail, double-track right of way. It was quite a treat after a steady diet of Milwaukee GP40's.

The trip was uneventful until we pulled up to the Davis Junction depot. As we approached, I saw the agent, Barry Meyers, leave the building in somewhat of a hurry and walk toward our approaching engines.

"What a nice guy," I thought to myself, "Barry's coming out to meet us. It saves me a walk to get the bills and the list." But the look on Barry's face was anything but congenial.

"Get back on your engines and get

to Bensenville," he barked. "The Erie has found out we stole their engines!" Hey, that was good enough for me—it got us out of the work.

Why did I suddenly remember this little incident after all these years? I was questioned by someone who saw a picture of Milwaukee GP40's pulling a train on the EL somewhere east of Chicago. His logical question was, "Did the Milwaukee have a run-through power agreement with the EL?"

My reply was, "No. Those GP40's were running off horsepower-hours we owed to the EL." If my memory serves me correct, again, at least two Milwaukee GP40's were on EL property at all times for well over a year.—*Art Danz*

An aggravating situation, with a 1940's solution

A Santa Fe engineer 'blows off' some tormenting trackside kids

In the early 1940's, when steam locomotives were supreme, I worked on the Santa Fe around Los Angeles. At Redondo Junction, today the north end of the "Alameda Corridor" to the L.A. and Long Beach harbor facilities, Santa Fe's Harbor Branch left the main and went south through the South Los Angeles industrial district and down along Slauson Avenue, crossing Slauson at a siding called Wildasin. The line then proceeded up Inglewood hill, which was about 2 miles long with a 1 percent grade. Most harbor trains had heavy tonnage, and you had to work the en-

gines at maximum to get over the hill.

Bill Holderman, an "old-timer" engineer who was affectionately called "Old Wooden Shoe," was a Dutchman to the core. His usual assignment was the El Segundo Turn that left Los Angeles about 1 p.m. every day. The trains were always heavy, and a small 3100-class 2-8-2 was the regular power; Bill struggled up the hill every day. About a quarter mile from the top was an elementary school whose playground was right along the track. Every day, as Bill's train was barely moving, it would be the target of rocks and anything else the kids

When 'on-time' mattered

When my family moved from Albany, N.Y., to Los Angeles in the 1950's, I was chosen to bring my aged grandmother across the country in a full-size Pullman compartment, taking advantage of the through service that the New York Central and Santa Fe offered on the *20th Century Limited* and *Super Chief* via Chicago. During a stop early in the morning at Elkhart, Ind., I was able to leave the car and talk to the conductor at trainside. I innocently asked if we would be arriving in Chicago in time to join up with the *Super Chief*. His only and exact words were, "Young man, we do not run the *Century* late!"—*Joseph Schultz*

could find to throw, as well as anything they could place on the track. Bill endured this for some time, but when he'd show his displeasure, it would only make his tormenters more aggressive.

One day I was on a northbound train on the siding at the top of the hill, waiting for Bill to go by so we could proceed to Los Angeles. Now, all steam locomotives had steam blowoff cocks on each side of the engine, just below the mud ring of the firebox. The cocks were used periodically to flush the foam and impurities from the boiler.

On this day, I guess Bill had had enough harassment from the kids, because as I watched, when his engine got to the playground, he opened the side blowoff cock, and water and steam at 200 lbs. pressure shot out toward the schoolyard. A mass exodus from the area then ensued, as steam, water, and

dust were flying everywhere. Bill held the cock open for just a second or two, but it was enough—he never had trouble there anymore, nor do I think any of those kids soon forgot their encounter with "Old Wooden Shoe."

This took place more than a half century ago, and I shudder to think what the kids' response would be in this day and age. Today, the lawyers would have been at the railroad's office before Bill finished his trip. There were no reported injuries that we ever heard of, since steam cooled immediately upon leaving the blowoff cocks and the open time was minimal.

Bill Holderman was a steam engineer to the core. When diesel locomotives were introduced, he decided to retire. "Old Wooden Shoe" said he just didn't trust those new, steamless machines.—*Jack Elwood*

Steam in the atomic age

Central Vermont 2-8-0's handled Navy nuclear-reactor components

As a child in the mid-1950's, I was privileged to witness several "secret" military moves on the Central Vermont Railway. Given the high state of security surrounding all modes of transportation today, it's hard to imagine such access ever occurring again.

My father, Bob Brittin, was CV's agent at Montville, Conn., across the Thames River from the submarine base at Groton. One of CV's customers, several miles north of the station, was United Nuclear Corp., which produced reactor vessels, primarily for the Navy's expanding fleet of nuclear submarines. These extremely heavy, oversized shipments went to General Dynamics' Electric Boat facility, also in Groton, as well as to U.S. Naval Shipyards at Newport News, Va., and Mare Island (Vallejo), Calif., on a government bill of lading.

The first three or four shipments were loaded at the Montville team track and typically took place in the late evening. The reactor vessels, which moved under the tariff description "heat exchangers," were placed on lowboy trailers and moved by road through Uncas-

ville, Conn., to the Montville station. That part of the move took several hours, as they were "walked" to the siding with a heavy Connecticut State Police and military guard. The last part of the move was down a steep hill to the station and team track, and two tractors were used for braking, one at each end of the lowboy. A heavy crane was used to lift the reactors onto the special flatcar, and the entire team-track area was bathed in lights from portable generators, lending an eerie feel to the event.

Each shipment required a four-car special train, made up as follows: one empty boxcar (as buffer and spacer), one boxcar for component parts, one depressed-center flatcar for the reactor, and one passenger car for the guards who accompanied the shipments to destination. The passenger cars were converted Army hospital cars, fitted out with bunks and a galley, with special windows and compartments on the bulkhead ends to allow continual observation of the shipment in transit. The cars were staffed by a Navy officer and six enlisted personnel.

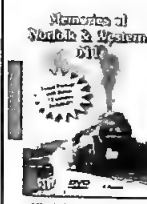
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Two photos, Robert P. Brittin, collection of Douglas J. Brittin

CV M-5-a 461, the same class of 2-8-0 entrusted with atomic loads, nears Amherst, Mass., with a Palmer-Brattleboro local in 1950. Loading took place at Montville, pictured in 1959.

On the CV, motive power for these moves was usually one 460-series 2-8-0 (Alco, 1923; CV class M-5-a), plus a CV caboose. Given my "special status" as the son of the station agent, I usually was able spend time in the cab of the 2-8-0 with the CV crew, then sit in the passenger car and observe the loading process. I know that in addition to watching the proceedings and getting to stay up late, I was suitably impressed by the weaponry displayed by the friendly Navy guards . . . as well as their food buffet!

Since the CV portion was always only a short haul (Montville was only 6 miles from the New Haven Railroad interchange at New London), the moves did not generate a huge amount of revenue. In addition to special charges for the depressed-center flat (use and demurrage), other charges included demurrage for the "parts" boxcar, freight charges on the heat exchanger and component parts (at actual weight), a minimum of 10 regular coach fares for the guards, and a special-train charge of \$7.10 per mile, with a minimum of 100 miles for each participating carrier.

For the transcontinental moves to Mare Island, the only through tariffs in existence for heat exchangers were via

CV, parent Canadian National, and sister CN subsidiary Grand Trunk Western to Chicago, then via several Western carriers. For obvious security reasons, the government insisted that the reactor-vessel shipments had to move entirely within the United States, and on a specified routing over the New Haven from New London to Maybrook, N.Y., thence on the Erie to Chicago for Western connections. Since a "combination rate" had to be constructed, the result was a much higher overall cost than if the shipment had moved through Canada, even though the U.S. routing was shorter.

The team-track procedure didn't last. After the initial moves, United Nuclear constructed its own spur at milepost 10.6, and all subsequent shipments originated directly from the plant. Because it was brought into the "clean room" for loading, the depressed-center flat was always steam-cleaned just outside the building prior to loading. Rather than having a crew on duty to await loading, CV called a caboose hop out of New London when the shipment was ready, and then moved the special train back to New London, where the New Haven had its engine, caboose, and crew ready at Union Station.



Several years later in the late 1950's, as a Cub Scout, I was also fortunate to have tours of the nuclear submarines *Seawolf* (after its record-setting submerged transit of the Atlantic) and *Skate* (after it had surfaced through the ice at the North Pole). Since the subs were fully operational, the reactor rooms were strictly off limits, but I always wondered if they harbored one of "my" reactors.

Today, the site formerly occupied by United Nuclear is a gambling casino. The Montville station was demolished years ago, Electric Boat is a shell of its former self, the submarine base in Groton is on the closure list, and the 2-8-0's that handled those atomic-age loads are long gone.—Douglas J. Brittin

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal

E-5 Mogul

Built by Baldwin Locomotive Works in 1908
in June

Although the E-5 Modul was unpopular it did
not disappear very soon

In July, 1912, it arrived when the C&O made
an acquisition

Buying the Virginia Air Line Railroad to
enhance its position

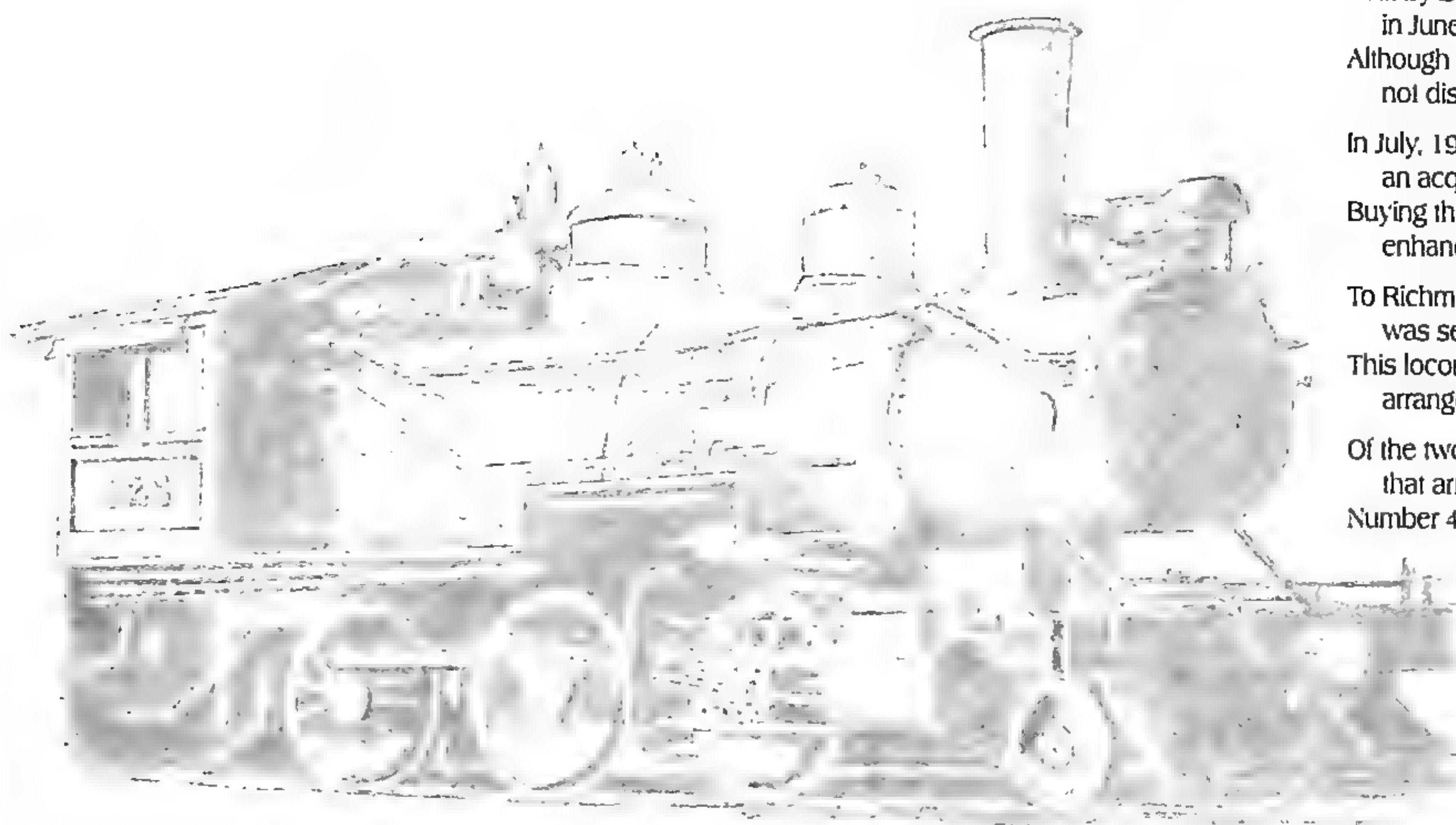
To Richmond's Fulton Yard in 1938 it
was sent

This locomotive had a 2-6-0 wheel
arrangement

Of the two Moguls from the acquisition
that arrived

Number 428 until 1946 survived.

Diane S. Segal



G-9 2-8-0 Consolidation

There ahead is a class G-9 2-8-0 Consolidation
In 1909 by ALCO's Richmond works was the
year of its creation

Built for the C&O was this number 1026
To Storesbury, West Virginia, is the route
it picks

Over the Winding Gulf Subdivision making
its way

To conduct its business in the Beckley coal
mining area during a temporary stay

This G-9 goes about its work after
many a decade

Up through the early 1950s it still
did not fade.

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The Way It Was

Travel could not be more pleasurable

A 1947 ride on the *North Coast Limited* was truly flawless

My 1947 journey on Northern Pacific's *North Coast Limited* is a treasured memory. I had come to love good trains through numerous trips between Washington, D.C., and my childhood home in Florida. My first ride on the *Silver Meteor* was in November 1941, and each trip on that train, with its new diesels and chair cars, and the "courteous service" long advertised by the Seaboard, furthered my dedication to rail travel.

In June 1947 I was among 225 graduates of Western High School in Washington. In August, my stepfather needed to visit several offices connected with his work at the Bureau of Public Roads, and he and my mother decided the trip would make a graduation present beyond my power to imagine. Dad planned the details, incorporating enough of his annual leave days to allow for sightseeing in Yellowstone National Park and the Grand Canyon.

Although the *North Coast Limited* recently had been assigned diesel power, it was still operating on its old three nights schedule between Chicago and Seattle. Its sleepers were still standard and tourist heavyweight Pullmans, although new coaches, listed as "Day Nite Cars" because of the seats' full-length leg rests, were in the consist. Our section in the sleeper gave us welcome relief from a wait of several hours in Chicago Union Station, which then did not have air-conditioning.

Our Pennsylvania Railroad train from Washington had arrived at 3:40 p.m., and the *North Coast* was due out at 11 o'clock. It left about an hour late, and remained so until St. Paul the next morning. Once on the NP, however, its diesels made quick work of getting back on schedule. I can still see the fields of golden grain flashing past our window, and the well-maintained track disappearing rapidly behind us as I gazed



Classic Trains collection

Great train, great scenery: Northern Pacific F units roll the *North Coast Limited* west along the Clark Fork River and toward the Coeur d'Alene Range of the Bitterroot Mountains.

across the rear vestibule.

Our sleeper was at the rear of the train, no doubt because it was detached at Billings early the following morning and forwarded 114 miles by NP and Burlington Route to Cody, Wyo., arriving there at 11 a.m. From Cody, we made the typical park tour on those quaint buses still seen on postcards, and spent nights in two of the great inns. On the third evening, we boarded NP train 213 at Gardiner, Mont., at the north edge of the Yellowstone, which left at 7:45 for a two-hour run to Livingston. There, we had a good, if short, rest, at a nearby hotel until the on-time departure of the *North Coast* at 3:01 a.m.

Next, for me, came pure enchantment. Yellowstone had been full of wonders, of course, but the Rockies looming in the distance as seen from the train window was the ultimate. Seated in the lounge, now at the rear with its door opening upon a brass-railed observation platform, we found ourselves amid a cordial and contented group of travelers. A doctor and his wife, visiting from Sweden, taught me some expressions in their language.

Onward from Logan, however, the train commanded all my attention, for at that junction where the lines to Butte and Helena diverge, a steam engine was coupled onto our sleeper-lounge to serve as pusher up Homestake Pass. Soon, the flagman pointed out the highest point on NP's route, and called our attention to the city of Butte, still miles away but visible nearly 2,000 feet below us. When the train made its stop at Butte, from 12:15 to 12:25, we were enjoying another of NP's excellent dining-car meals.

Later I decided to explore the train. By now the route was along the river known as the Clark Fork, and the craggy mountains were sprinkled with evergreens. From my first ride in a postwar chair car with leg rests, I concluded that travel could not possibly be more pleasurable than this: a historic route, incomparably lovely scenery, the tranquility and security of a fine train, and the soothing rhythm of steel wheels on jointed rails.

For me, NP's 1947 *North Coast Limited* provided a journey without a single flaw.—Robert Morrison

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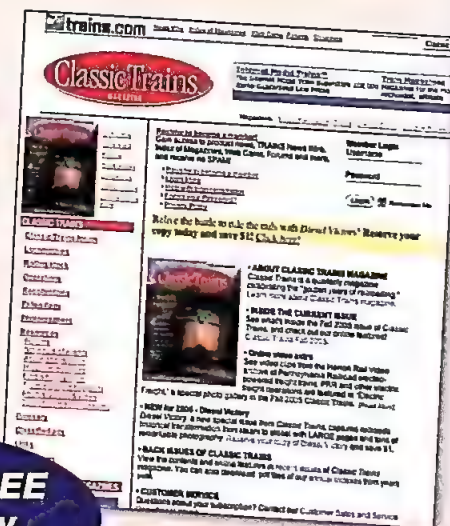
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Car Stop



The 'L' at Union Station

Chicago Transit Authority 6001-6004, first of CTAs fleet of 770 PCC rapid-transit cars, combine above the south transients of Chicago Union Station and onto a bridge over the Chicago River. The brand-new quarters en route east from CTAs Third Street stop to a public display at North Water Street, north of the Loop on August 16, 1960. Beyond the ancient open-platform cars that the PCC's twin rebate are the two principal structures of the Union Station

complex: the multi-story office building which today still houses a grand waiting room, and the corehouse, modeled after Pennsylvania Station, New York, and demolished in 1969. The two elevated ("L"—never "el"—in the Windy City) trains are on a line opened in 1895 as the Metropolitan West Side Elevated Railroad. Chicago Aurora & Elgin interurban trains ran here until 1953, and this portion of the "L" itself came down in 1958 in favor of subway operation.

George Krumboltz photo. Krumboltz-Peterson Archive



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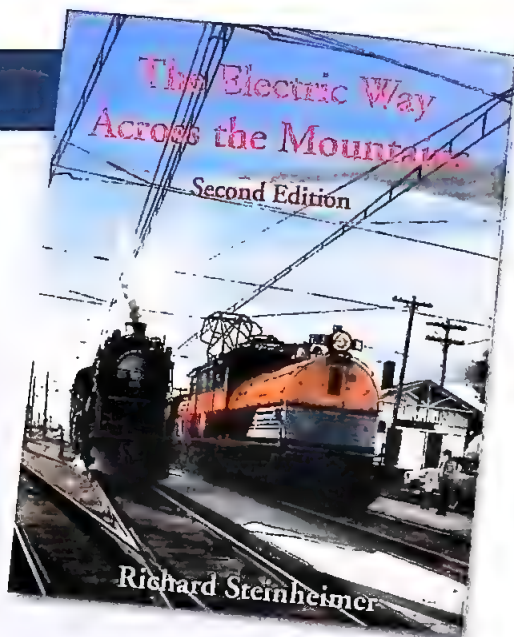
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Ready Track

First Out

First published in 1980, this book features some of noted rail photographer Richard Steinheimer's finest work, and it's good to see it back in print with additional material. It provides a photographic history of Milwaukee Road's electrified lines in the West, starting with the initial electrification in 1915. More than 300 photos show the lines' equipment and operations through 1974, when diesels took over completely. The strong point of the book remains the photography of Steinheimer, whose love for the Milwaukee Road and its people clearly comes through. The work of many other photographers is also featured, including Ted Benson, Ron Nixon, Philip Johnson, and Max Tschumi. This second edition has been updated with 20 additional Steinheimer photos (12 in color) plus other material. Fans of the Milwaukee Road and electric railroads will certainly enjoy it, but if you're a fan of great railroad photography, this book is a must-have.—*Jeff Wilson*



• *The Electric Way Across the Mountains, Second Edition*, by Richard Steinheimer. Signature Press, 11508 Green Rd., Wilton, CA 95693; www.signaturepress.com, (800) 305-7942; 8½ x 11 in.; hardcover; 188 pages; \$65.

Other Books

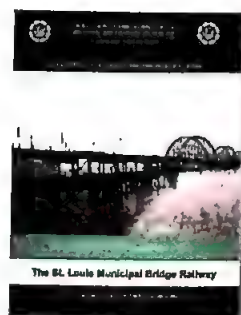


Burlington Route's Zephyr, the country's first diesel streamliner, was revolutionary for its power, design, and construction. This book examines economic and technological issues that led to its conception, then provides an illustrated story of its construction. Much space also is devoted to its record Denver-Chicago run, with photos, CB&Q memos on the logistics of the run, and the memories of Robert Rediske, who at 14 was the youngest person on the trip. Also covered: the train's service life and its preservation at Chicago's Museum of Science & Industry. Along with 124 black-and-white photos, images of brochures, timetables, and drawings help tell the train's story.—*J.W.*

• *The Pioneer Zephyr*, by Carl R. Byron with Robert W. Rediske. Heimburger House Publishing Co., Forest Park, Ill.; www.heimburgerhouse.com; (708) 366-1973; 8½ x 11 in.; softcover; 124 pages; \$18.95.

This volume looks at the fascinating history of St. Louis' city-owned rail and highway bridge over the Mississippi River. It tells the story of the St. Louis Municipal Bridge's concept as the "free bridge," including the political and financial struggles that led to its 30-year construction. A nice feature of the book is the description of the other St. Louis railroad bridges and their use and history. Many photos, including aerial shots, as well as detailed maps showing nearby rail lines and junctions, provide an excellent background of St. Louis rail operations.—*J.W.*

• *The St. Louis Municipal Bridge Railway*. Terminal Railroad Association of St. Louis Historical and Technical Society, P.O. Box 1688, St. Louis, MO 63188-1688; www.trra-hts.railfan.net; 8½ x 11 in.; softcover; \$30.



Videos

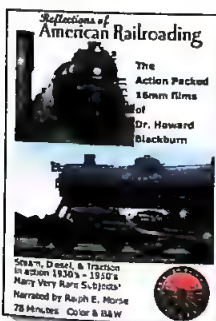
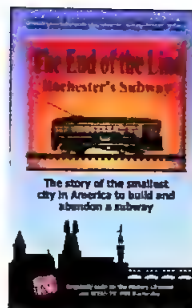


Produced and aired on network television in 1974, this is an entertaining tribute to American railroading. The host and narrator is the legendary Johnny Cash, who performs more than a dozen classic railroad songs as he takes the viewer on a journey that includes reenactments and actual footage of such historical touchstones as the *Tom Thumb's* race with a horse, the *Best Friend of Charleston*, Andrews' Raid, the Golden Spike, John Henry, Casey Jones, Depression-era hoboes, and World War II. The industry's decline also is covered, but the show ends on an upbeat note, with Cash waving to L&N second-generation diesels and taking a seat in an Amtrak dome car behind an SDP40F.—*Rob McGonigal*

• *Johnny Cash: Ridin' the Rails*. Rhino Home Video, www.rhino.com; 52 min.; \$14.99

The construction and short life of the Rochester, N.Y., subway is the subject of this professionally done program. Produced in 1994, it has aired on PBS and the History Channel. Construction began in the early 1920's using portions of the former Erie Canal route, with the goal of reducing streetcar and interurban traffic on Main Street by rerouting the interurbans under the city's downtown. But by 1931, the Depression had begun, the interurbans were gone, and Rochester was left with a 9.5-mile line with no connections. Ridership peaked about 1945, then declined. Service ended in 1956. The video includes historical footage (some in color), along with many still photos of the canal and rail lines. Also included is a modern look at the remains of the system that lurk below downtown.—*J.W.*

• *The End of the Line: Rochester's Subway*. Animatus Studio, Rochester, N.Y.; www.animatusstudio.com; (585) 232-1740; DVD; 45 min.; \$29.95.



Subtitled "The action-packed 16mm films of Dr. Howard Blackburn," this video includes a variety of steam and early diesel action in the East, Southeast, and Midwest. Featured roads are B&O, Southern, PRR, Monon, IC, and Durham & Southern, with footage of many others, plus interurbans and streetcars. Many shots are from pacing autos, along with a few cab rides. The quality of the original film (mainly color, with some b&w) is overall quite good. Narration describes each scene, including the date, location, railroad, and information on the trains. What's especially nice is that Blackburn shot *scenes*—we see buildings, bridges, streets, yards, and other details—along with the trains themselves.—*J.W.*

• *Reflections of American Railroading*. Herron Rail Video, 2016 N. Village Ave., Tampa, FL 33612; www.herronrail.com; (813) 932-3887; DVD; 78 min.; \$39.95.

CD's



These photo CD's include sample images from the collection of the late Roy Campbell, who traveled the country extensively during the steam era. Each disk is a series of PDF files, requiring Acrobat Reader 5.0 (or newer) to read. The Burlington disk includes 141 photos, highlighting most locomotive types including Northerns, Hudsons, and others, as well as several views of *Zephyr* streamliners. The Soo Line disk contains 150 images, including Mountains, Mikados, Pacifics, Ten-Wheelers, and others, as well as several Wisconsin Central locomotives. Each photo includes a brief caption describing the locomotive, location, and scene.—*J.W.*

• *Burlington Route Steam Locomotive Photos* • *Soo Line Steam Locomotive Photos*. Merrill Publishing Associates, P.O. Box 51, Merrill, WI 54452; CD-ROM; \$20 each.



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A last run behind a 4-8-4, and another, proper, look at her sister

Firsts of anything are generally entered in the record books with confidence—it's usually easy to verify that thus-and-so never happened before a certain date. "Lasts" can be harder to pin down, because there's often the possibility that the *status quo ante* was revived a time or two after the new order had taken effect.

Such is the case, apparently, with steam haulage of Central Vermont's overnight Montreal trains, as reader James E. Murphy of Cincinnati writes:

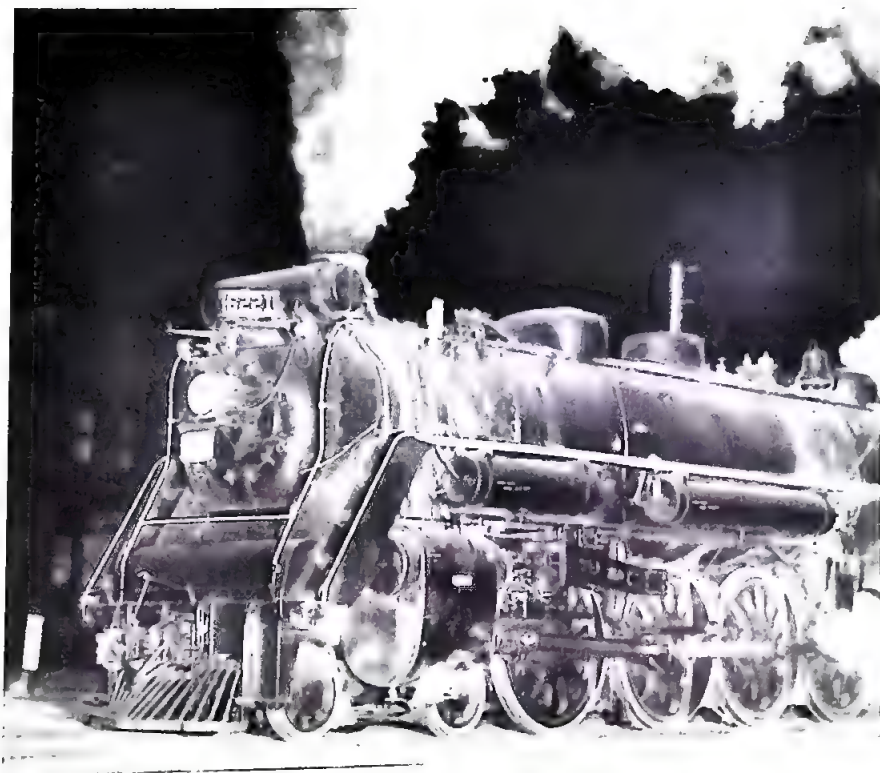
"I very much enjoyed reading Jim Shaughnessy's article "A Midnight Ride through Frozen Vermont" in your Winter [2005] issue. I do take issue, however, with his statement [page 45] that Canadian National 4-8-4 6208 closed out the steam era on the *Montrealer*/ *Washingtonian* on March 29, 1957.

"Almost a month after that date, just past midnight on the Monday following Easter Sunday (which fell on April 21 in 1957), I boarded the northbound *Montrealer* at Greenfield, Mass., to commence a high school graduation present trip to Canada. The B&M diesels on the head end carried green flags, indicating a second section. Although I knew that CV had recently dieselized, it occurred to me that a second section might just have steam north of White River Junction, and decided to see.

"Sure enough, two brand-new CV GP9's backed down to take out the first, primarily sleeper, section. But a few minutes later, CN 4-8-4 6208 backed down and coupled onto the second section, made up of a Pennsylvania 60-foot baggage car and about 10 PRR coaches. I hopped aboard and enjoyed listening to the unexpected steam whistle up ahead as we ran through the nighttime Vermont countryside, as Shaughnessy so well describes. I can still picture the smoke drifting back past my coach window after daylight, and watching from the platform as we took water at St. Albans.

"Although there is no way I can confirm this, I believe that, given the date, I rode behind the last steam-powered, 'regular' passenger train on the Central Vermont, and most likely the last steam-powered (other than excursion) train on the railroad."

Nearly 50 years on, one might ask



Jim Shaughnessy

what a few weeks one way or the other matters. Mr. Murphy has a ready answer in his enduring memories of that unexpected ride behind steam.

More on CV steam

Another point in Jim Shaughnessy's CV story needs clearing up. His photo of 4-8-4 6221 on page 41 of our Winter issue was flopped, resulting in a mirror image of the correct orientation. A comparison of the "right side" of the 6221 in the views on pages 40 and 41 shows substantial differences; the photo on 41 actually shows the engine's left side.

It is not our policy to run photographs backwards for any reason, and it was an oversight on our part that caused it to happen in this case. The photo appears above as Jim Shaughnessy intended it.

CN's passenger '40's

The format of "True Color" [page 9] did not permit more than a cursory reference to CN GP40 4017 being a passen-

CN 6221 departs Essex Junction, Vt., with CV's *Washingtonian* on November 2, 1956; next April, a sister thrilled a young traveler.

ger engine. What gives? Friend and Canadian diesel expert Greg McDonnell refreshed us on the details, reminding that CN GP40's 4016 and 4017, the last two of 16 straight '40's on the CN roster (4002-4017) were re-gearred for passenger service and leased to GO Transit (along with a CN steam-generator car) during the fall and winter of 1972-73.

Bracketing a train of leased Ontario Northland (former Norfolk & Western) coaches, they worked the GO Lakeshore Line until the cars returned north for the summer tourist trade. The GP40's went back to CN in early 1973, but kept their passenger gearing and spent most of their careers in passenger service in the Montreal-Windsor/Sarnia corridor. Renumbered to 9316-9317 in 1981, they continued to draw passenger assignments, leased to VIA and, on occasion, GO. They finished out their careers in freight service and were retired in 1991. CN 4016/9316 was rebuilt to GP38-2

specs as Roberval & Saguenay 65, while 9317 went to LLPX and was rebuilt as UP 2384 . . . now UP 884.

Indexes available

Having trouble finding an article or photo in a back issue of *CLASSIC TRAINS*? Bound, 8-page, 8½ x 11-inch copies of our two-year indexes are available, free, for 2000-01, 2002-03, and 2004-05. The indexes cover all issues of *CLASSIC TRAINS* plus our annual Special Editions. To get a copy, send a stamped, self-addressed envelope (business size or larger) to *CLASSIC TRAINS* Index, P.O. Box 1612, Waukesha, WI 53187. All are also available on-line at our Web site, www.classictrainsmag.com. ■

Ronald DeGraw

Ronald DeGraw, 63, author of "Every 2½ Minutes" in the Winter 2003 issue of *CLASSIC TRAINS*, died January 30 after a massive heart attack. He was an authority on traction subjects, especially the Red Arrow Lines; his book *Red Arrow* (1972, revised 1985) is considered the definitive work on the suburban Philadelphia transit system. DeGraw had just completed a history of interurban Philadelphia & Western (the topic of his CT article), which will be published posthumously. From a P&W family, DeGraw had a career with transit agency SEPTA and was active in the Philadelphia Chapter, NRHS.

Gordon E. Lloyd Sr.

Gordon E. Lloyd Sr., 81, author of numerous railroad books and magazine articles and a widely published railroad photographer, died February 21. A native of Chicago, Lloyd served with the Army in the Pacific during World War II, then graduated from Northwestern University with a degree in transportation. Lloyd had a career with U.S. Steel's Traffic Department, for which he worked at Pittsburgh, Chicago, San Francisco, and Pittsburgh again. He retired in 1984. Although his interests encompassed all aspects of railroading, he had a particular fondness for traction. Lloyd had two articles in *CLASSIC TRAINS*: "When Elan Rode the Traction" [Spring 2000] and "Homage to a Jubilee" [Fall 2000].

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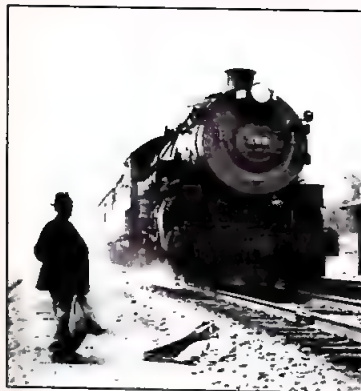
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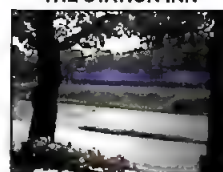
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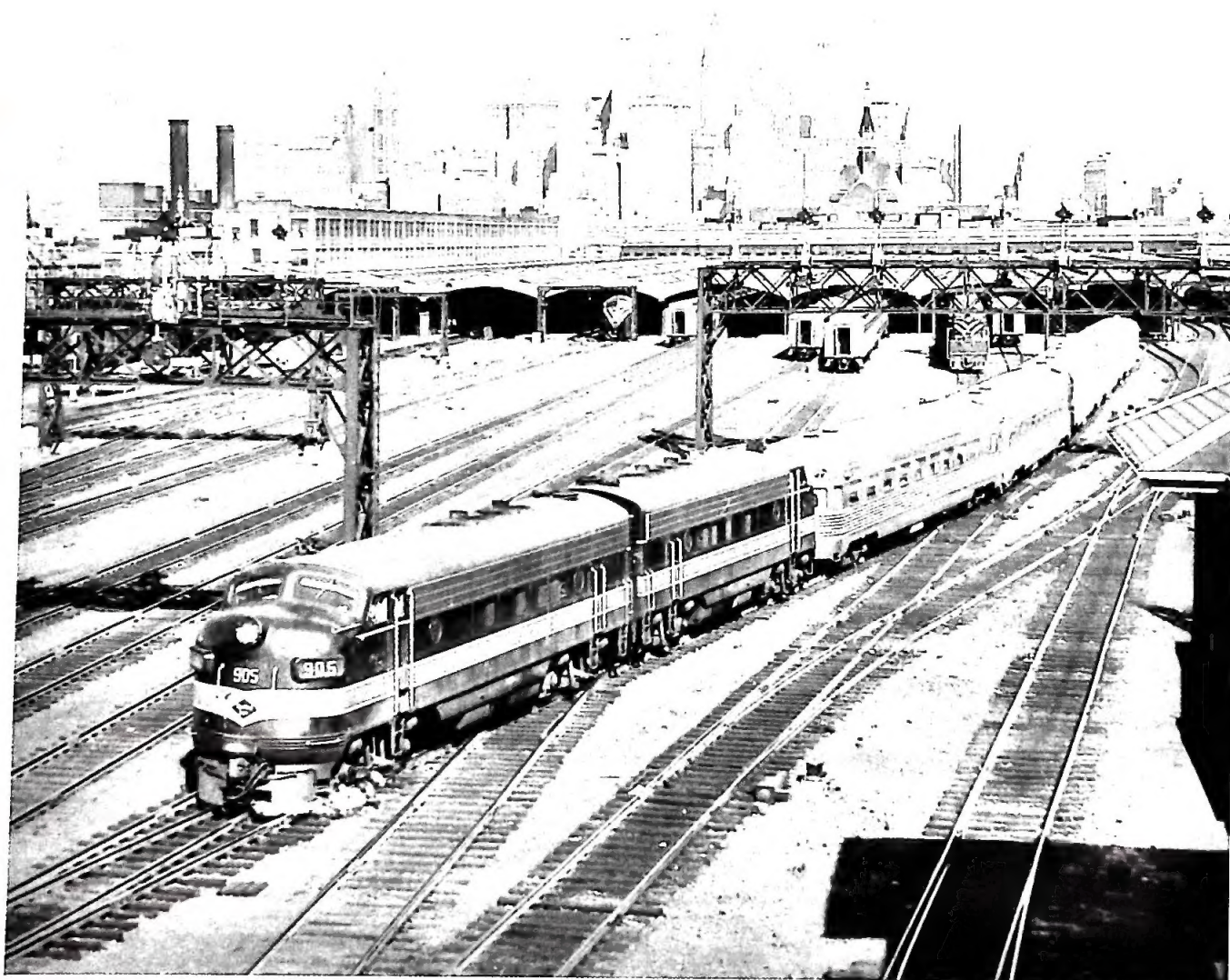
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Anteroom for Lower Manhattan

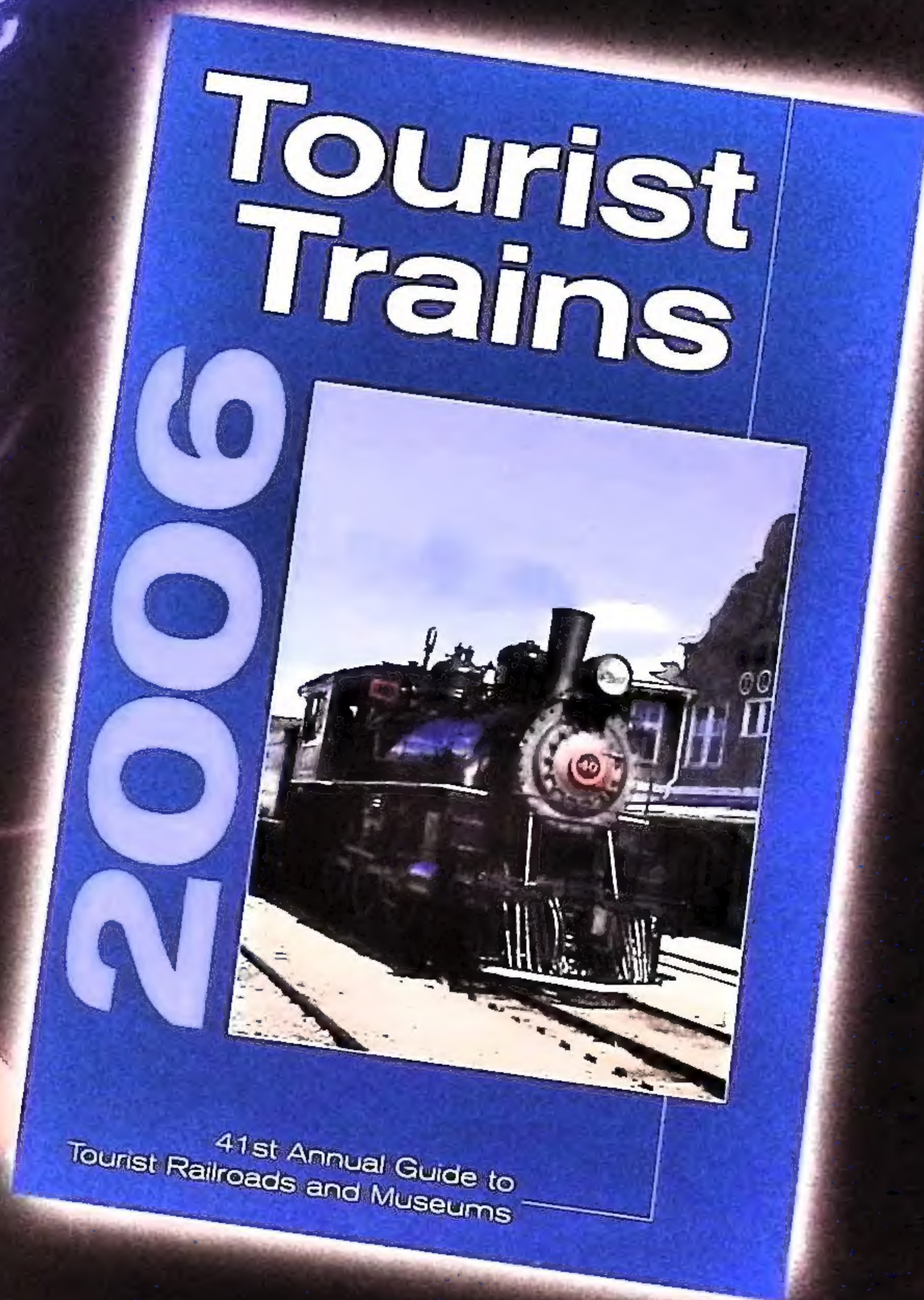
Central Railroad of New Jersey's Jersey City Terminal was the southernmost of the five great rail passenger terminals established in the 19th century on the west shore of the Hudson River, putting it directly opposite the tip of Lower Manhattan. The complex seen here dated to 1864, when CNJ filled Communipaw Cove to make land for a combination rail-ferry terminal. Traffic growth prompted the construction of new facilities in 1889, including a headhouse in the style of a French Renaissance chateau. Further improvements came in 1914, most visibly a 7.1-acre, 18-track Bush trainshed. Besides CNJ's intercity and commuter runs, the terminal hosted trains of the Reading, Baltimore & Ohio, and (before it gained access to Pennsyl-

vania Station, New York) Lehigh Valley. Most passengers transferred to ferries running to docks at 23rd Street and Liberty Street in Manhattan. Here, CNJ diesels—a Baldwin double-ender and a Fairbanks-Morse Train Master—look on as Reading FP7's depart with the *Crusader* for Philadelphia in the 1950's. In the five decades since, the B&O pulled out, the CNJ and RDG trains were rerouted to PRR's Newark station (in 1967), the terminal was abandoned, Liberty State Park was established on the site, and, just across the Hudson, the twin towers of the World Trade Center rose—and fell. Today you can visit the headhouse and trainshed, or board a boat to Ellis Island or the Statue of Liberty, but the trains are gone. **1**

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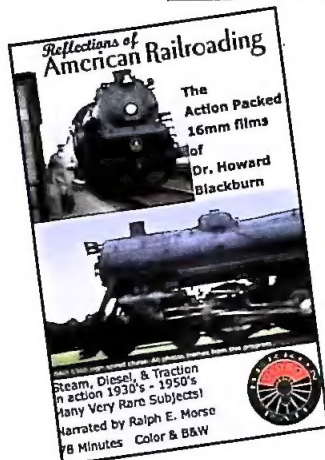
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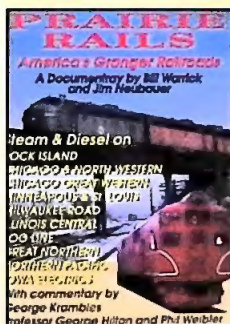
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